RAILWAY STATIONS OF MANITOBA

Manitoba
Culture, Heritage
and Recreation

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On the cover: The former Canadian Northern Station at St. Boniface, now demolished.

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INTRODUCTION

This report on Manitoba's railway buildings is divided into two sections. The first provides a brief historic background of rail line and specific station design developments in the province. The second, comprehensive, section is a catalogue of extant railway buildings in Manitoba. The first section is organized according to station types, while the information in the second part is grouped according to ownership. For easier reference, this second section will also be subdivided according to specific station types. Photographs of the stations in the catalogue section are accompanied by basic data sheets. Information given for each station includes: date built; past and present locations; present owner and use, as well as facts relative to renovations and noteworthy features.

Most of the specifics acquired in the course of this study came from residents of the various towns whose stations were in question. It is of course possible, therefore, that some of the details were incorrect. Every effort was made to verify the information, sometimes with local history books, and at other times by asking a second or third resident. The stations found and photographed were, of course, confirmed. Nevertheless some particulars relative to station locations could not be verified within the limitations of the study.

Much of the basic information in this report, such as date of construction, was taken from several main sources which, for simplicity's sake, are merely credited in brackets after the piece of information, or acknowledged in other obvious fashions. The bibliography contains more complete data relative to these basic sources. All other evidence is a result of the primary research of this study.

Some omissions and inconsistencies, primarily in Canadian Pacific's building and insurance records, could not be clarified by the field study and have necessitated filing the photographs of many Canadian Pacific stations at the end of their section, as their individual plan identifications are unknown.

RAILWAYS IN MANITOBA

The development of a sophisticated railway system in Manitoba has proved central for the transformation of what was once an empty pioneer territory into a vibrant, energetic province. The growth of Manitoba's railway system was not actually pre-planned, however, and the circumstances that encouraged the incredible amount of rail construction before World War I deserves some attention. Beginning with the Canadian Pacific Railway, the first of the large rail companies to cross Manitoba (the other two were the Canadian Northern and the Grand Trunk Pacific-National Transcontinental), a brief historical account of each major company will provide the basis for a more detailed discussion of their railway stations.

The Canadian Pacific Railway (CPR), that great national project promoted by John A. Macdonald to link the far-flung territories of the Dominion into a cohesive unit, seemed to be in a perpetual stall even before it reached the Manitoba-Ontario boundary. Under Macdonald, in the election of 1872, the contentious railway issue had apparently been resolved by the formation of a new company, the Canadian Pacific, that would build the line without American interests, within ten years, and in repayment would receive thirty million dollars in government assistance and a land grant of fifty million acres of public land.

However just when it seemed like the railway project would finally proceed, the "Pacific Scandal" of 1873 suddenly upset the CPR's plans and Macdonald's government. The Liberal opposition, led by Alexander Mackenzie, had somehow become aware that the Conservatives had received $160,000 for election expenses from Sir Hugh Allan, the president of Canadian Pacific. Macdonald resigned in November of 1873 and the railway project continued to flounder.

Under Alexander Mackenzie's cautious approach, the rail project proceeded piece-meal. Rails were extended only gradually as funds became available and local traffic began generating revenue. Mackenzie's caution was not without adherents at this time. There were many people who supported his contention that the construction of a rail link from east to west would not be completed in the ten years that Macdonald had claimed, and furthermore, that a railway traversing the sparsely populated western provinces "would not pay for its axle grease."[1] The entire population of the North-West at that time was only 170,000[2] and many eastern financiers considered the whole venture a very risky proposition.

Others, however, like John A. Macdonald, were undaunted by any of the more obvious problems. American expansionism, especially, was threatening the tenuous links of Confederation in the West. On the strength of his "National Policy" advocating railways, new settlement and protective tariffs for the development of the country and its resources, Macdonald was returned to power in 1878. The Dominion government assured British Columbia, which was threatening to withdraw from Confederation, that it would begin construction of the line in the spring of 1879. On the Prairies the completion of the section from Port Arthur to Winnipeg was also promised. By 1882, however, at the end of the

ten year self-imposed deadline for completion of the rail link with the east, the main line was far from complete. Macondald's government would be faced with financial ruin if called upon to continue sinking millions of dollars into the railroad and so, once again, it turned to the private sector. Investors willing to undertake the project had finally been found and the government was able to turn over the enterprise to a syndicate that consisted of George Stephen of Montreal and several international investors.

Under the terms of this agreement, signed in October of 1880, the government pledged a subsidy of twenty-five million dollars and a grant of twenty-five million acres of land. The company was to be exempt from taxes on this land for a period of twenty years. No charters were to be granted for twenty years to any competitors seeking to build within fifteen miles of the International Boundary. In return the company promised to build the line within ten years.

The new CPR syndicate quickly established itself in Manitoba. It duly took over 162 miles of track built in Manitoba during the Mackenzie years.[3] By December of 1881 the entire section between Winnipeg and Brandon was operational. The close of 1882 saw trains running as far west as Regina and on August 18, 1883 the prairie section of the CPR was completed. By September trains were regularly using the line from Winnipeg to Calgary (Figure 1). Construction of the main line through the forbidding mountains of British Columbia was slower, but in July of 1886 the first train from Montreal arrived at the CPR's western terminus at Port Moody. Canada's first transcontinental was finally completed and its uncontested rule of transport in the West was consolidated.

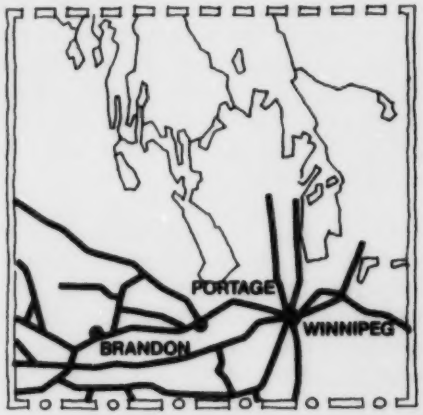


Figure 1. Canadian Pacific lines in Manitoba, ca. 1900.

By the 1880s it had become clear that the economy of the Prairies was going to depend on the production of cereal grains, particularly wheat. The CPR was in the enviable position of being the only means of transporting this produce to Vancouver or Lake Superior. However, the CPR's high freight rates were frequently denounced and quickly became the source for concern among farmers in the West. Moreover as the West began to be developed, the CPR's mainline and its few small branchlines were proving inadequate. There were a few locally-financed lines and some Great Northern branches extending into Canada from the United States but, all together, the rail system, as it existed in 1900, could not hope to provide the transportation services needed to develop the Prairies.

This situation was exacerbated by the large increase in immigration into the West during the first decade of the twentieth century. Stimulated by a massive government advertising campaign, the end of the worldwide depression of the 1890s and the introduction of grains better suited to the severe Western Canadian climate, the prairies were becoming a desirable location for settlement. If its promise was to be fulfilled, new rail lines would have to be built.

The first of the new companies in the West, attracted by the promise of fruitful competition with the CPR, was Canadian Northern Railway. Led by William Mackenzie and Donald Mann, Canadian Northern was a Manitoba-based railroad that could more aptly be called a colonization railway. It was built cheaply into areas where traffic could be expected, and did not improve its lines until revenues could justify the cost of upgrading. The very first branch, from Gladstone to Winnipegosis, Manitoba, was completed, with backing from the provincial government, in 1897. A second line from Winnipeg to Port Arthur was completed in 1902. This line was especially important because it created a viable alternative to the CPR for moving wheat to Lake Superior.

By 1910 Canadian Northern was competing successfully with CPR throughout the Prairies. It had lowered freight rates and opened new areas for settlement with its many branch lines (Figure 2). The company gained considerable popular support in the West with these policies; the province of Manitoba, in particular, became a strong supporter of Canadian Northern, whose system headquarters during this period was located in Winnipeg.[4]

Figure 2. Canadian Northern lines in Manitoba, ca. 1910.

By the turn of the century, political and economic forces throughout the Dominion were pressing for the construction of a second transcontinental railway. This was not an impractical objective, in spite of the difficulties that had plagued the CPR. In the West, the branches of Canadian Northern were rapidly growing. In the East there was a solidly entrenched system comprised of the long-established Grand Trunk Railway and the Government-owned Intercolonial.

Logic suggested that some sort of agreement be worked out between Grand Trunk and Canadian Northern to create the second transcontinental. However, negotiations between Canadian Northern and Grand Trunk proved fruitless and, despite Prime Minister Laurier's intervention, a compromise could not be reached. The government finally threw support to both enterprises[5] and Canada began the process that would add two more transcontinentals to the already-existing lines of the CPR.

Unlike Canadian Northern, the Grand Trunk Pacific-National Transcontinental (the western section of the Grand Trunk past Winnipeg was known as the Grand Trunk Pacific; the eastern half became the National Transcontinental) was not a colonization road, but was built to rigorous standards right from the start. Indeed, today, almost all the Canadian National mainline from Winnipeg to the Yellowhead Pass makes use of the track originally laid down by the Grand Trunk Pacific.

Unlike its two main competitors the Grand Trunk Pacific had received no land grants from the government. Nevertheless, the company ventured into the real estate business, purchasing land for its own use as well as for the purpose of reselling it to prospective settlers. In 1906 a wholly-owned subsidiary was incorporated under the name of Grand Trunk Pacific Town and Development Company. Following this, dozens of townsites were laid out on the Prairies, spaced in an orderly fashion every ten or fifteen miles along the projected route of the railway. Surveyors marked out the streets and located the station house and all major public buildings on their maps before moving on to the next site. The proposed communities were christened alphabetically; in Manitoba the place names progressed from Bagot to Wattsview (Figure 3).

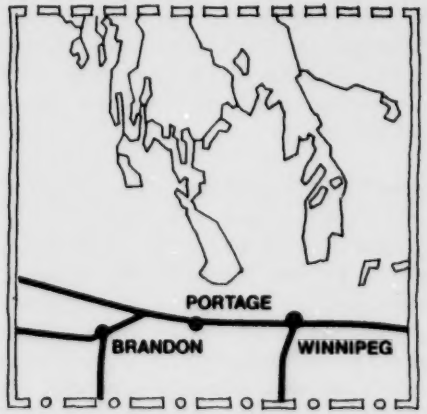


Figure 3. The mainline of the Grand Trunk Pacific-National Transcontinental, with its branches to North Dakota, ca. 1910.

Notwithstanding the heroic accomplishments in building their new transcontinental lines,

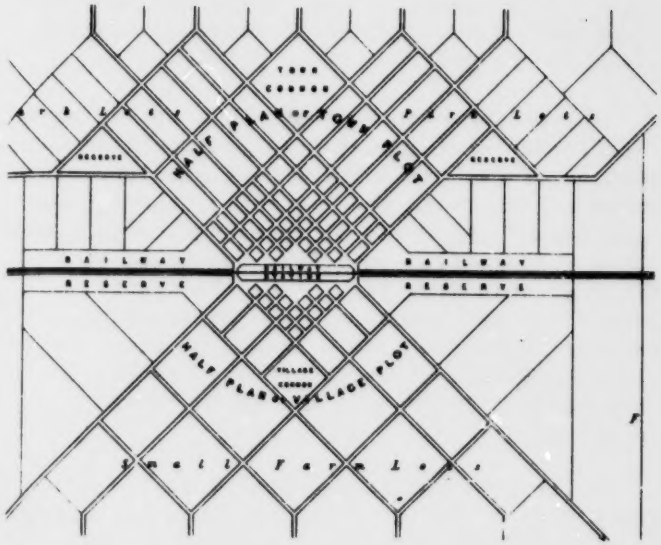
both Canadian Northern and Grand Trunk Pacific were unable to adjust to oncoming traumatic political and economic events. Colonization of the Prairies had reached a threshold and, more significantly, the wheat boom had taken a downturn. By the onset of World War I Canada could no longer support three separate trunk line systems.

Canadian Northern was the first to collapse. In spite of valiant efforts on the parts of Mackenzie and Mann to garner capital for their transcontinental, the desired volume of traffic never materialized. Heavy interest payments on past loans could no longer be met. Finally, the outbreak of the Great War and the diversion of British and American capital to the war effort accelerated the demise of Canadian Northern. Negotiations began in 1917 and in 1919 Canadian Northern officially became part of the new Canadian National system.

Financial difficulties also plagued the Grand Trunk Pacific and its parent, the Grand Trunk throughout the War. The choice of Prince Rupert as the Pacific terminus proved to be a mistake. It never gained prominence over Vancouver as a shipping port. In the West, where few branch lines were built, the single main line was simply unproductive. Like the Canadian Northern, the Grand Trunk Pacific had over-extended itself at precisely the moment when settlement and production in the Prairies were both declining. In 1920, the Grand Trunk Pacific was transferred to the Dominion. The collapse of the Grand Trunk Pacific also pulled down the Grand Trunk, which itself became part of the new Canadian National in 1923.

The short, but exciting, era of settlement and of railway construction was over. After the Great War the face of Canada was dominated by the two remaining railways, the privately-owned CPR and the Government's new CNR. This reduction in competition did not, however, end either company's problems. Faced with new and competitive transportation modes, both CN and CP have been forced to cut further at the once vigorous rail system of Western Canada, including that of Manitoba.

Figure 4. Sandford Fleming's CPR town plan proposal.[6]



RAILWAY STATIONS IN MANITOBA

The competition between the three main rail companies between the late 1890s and just before World War I resulted in the construction of hundreds of railway stations throughout Western Canada. These depots were, primarily, the place where a railway could sell its services. The all-important grain shipments were processed through the station and the grain elevator. Newspapers, non-local produce, hardware and other manufactured items were all handled by the station agent and crew before ending up on the shelves of the general store. Mail came and went by rail, sometimes three or four times a day. Both incoming and outgoing telegraph messages were transcribed by the agent. In short, very few facets of life in a rural community were not in some way connected to the local railway station and its agent.

Railway stations were not only the economic, but also the physical and often the social foci of most rural towns. An early town plan proposal suggested by Canadian Pacific surveyor, Sandford Fleming, though never implemented, demonstrates that the station was the intended central focus of these plans (Figure 4). The actual town plan of Belmont, Manitoba, reveals similar focal intent (Figure 5). In fact, many railroad stations in Manitoba were tellingly situated at the corner of Main Street and Railway Avenue.

For incoming settlers the railway station played yet another role. It offered them the first physical evidence, as they descended from the train, of the kind of community they were entering. The impressive architectural statement the station itself made on the open prairie provided a note of reassurance to the apprehensive, if not frightened, immigrants. According to Archie Warren, a local historian in Tyndall, Manitoba, the station agent himself had a definite social responsibility for these new arrivals. He and his family introduced the newcomers to the rest of the townspeople and often found them accommodation. It is not surprising, then, that the design of station buildings, besides imparting a sense of importance, often conveyed a sense of hospitality as well. J. Edward Martin, who wrote about Canadian Northern's earliest stations, has suggested that, in total "the station set a tone of quiet robustness, sensible economy, and welcoming friendliness, that would be carried on in future depots of the company."[8]

Figure 5. Belmont town plan.[7]

While there was often a desire to create, in the railway station, an object of civic pride, most railway stations in Western Canada were built according to various standard plans, with the size and importance of the town dictating which station design was to be used. Where a large community was already established, like Selkirk or Winnipeg, the railways were expected to provide stations of appropriate size. In many cases, however, the eventual size and importance of a town, and indeed its existence at all, was decided by the railroad's planning engineers. A typical rail line might consist of large stations at each terminal point, medium-sized stations relatively evenly distributed along the line and smaller stations filling in the gaps at ten mile intervals. These short intervals were deemed necessary to provide adequate service for the vast expanses of the West, where it was difficult for a farmer to go more than five or ten miles with his wagonload of grain.

To be sure, a "typical" line would be difficult to locate, owing to local deviations. A stone quarry at a strategic location, for example, or a good, reliable water supply for the steam engines often disrupted any theoretical organization. Nevertheless, this approach to settlement organization was common, as another CPR surveying proposal by Sandford Fleming indicates (Figure 6).

With this background it is possible, upon ascertaining the size of its station, to determine where a particular community fits into the general system of each company, or what its original, or at least its intended size, was. In many cases the size of the

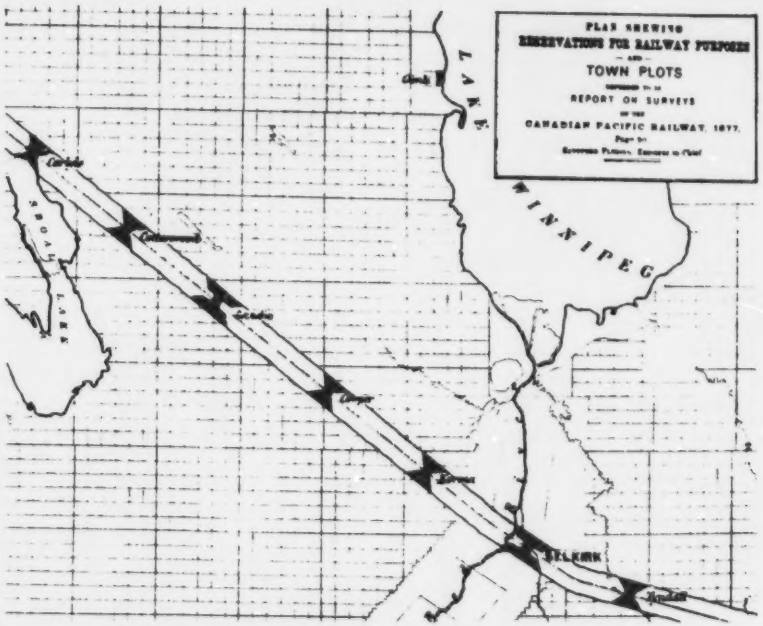


Figure 6. Settlement planning proposal, 1877.[9] The smaller, simpler symbols indicate where a village was to be; the larger symbols denote a town. Typically, the latter would have had larger more imposing stations.

local station is now exaggerated in comparison with the present size of its community. Just as the railways themselves left ghost towns when they by-passed bustling, established settlements, the new era of transportation, based on the automobile, has disrupted towns, leaving smaller populations and abandoned stations. Indeed, of the 125 railway stations located for the survey, 33 are no longer used or are simply used for storage, offering only mute testimony to the size and vibrancy of the communities they once served.

STATION TYPES

Throughout Western Canada station types can, in general, be categorized according to at least four distinct classifications. Almost all stations on lines now, or formerly, run by Canadian National Railways can be classified as first, second, third or fourth class stations, or as some form of portable station. Canadian Pacific designs have no such official built-in ranking, but similarities in size and luxury between the various designs are strong enough to discuss them according to CN's terms. Smaller companies can, with more latitude, be categorized in similar terms.

The most common type of station built in Manitoba can be specified, according to Canadian National's designation, as 3rd class. Most of the Canadian Pacific stations in Manitoba are roughly comparable to CN's 3rd class ranking. A 3rd class station is the kind that a "typical" small rural town would have. 2nd class stations, similar in functional terms to 3rd class stations, were larger. Built at more important centres, where business and traffic were heavier, a 2nd class station usually boasted a large waiting room and office, a separate ladies' waiting room and even extra baggage space. Still, 2nd and 3rd class stations were functionally linked by the inclusion of living quarters. Canadian Pacific stations, sometimes difficult to categorize in other terms as 2nd or 3rd class can be more easily identified by this presence of living quarters.

The step above 2nd class is 1st class, specially designed stations located at very important business and divisional points. Unlike 2nd and 3rd class stations, these special stations did not contain any living quarters. 1st class stations were meant to be symbols of a company's wealth and sophistication. A dwelling above the station imparted to the building an informal atmosphere that was not desired.

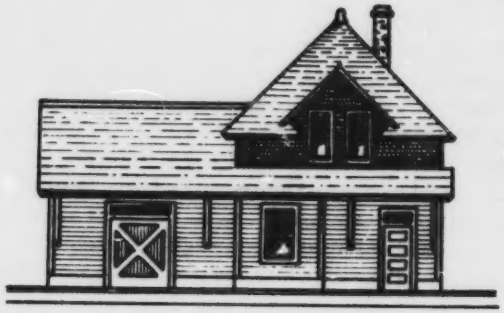
The final general category of station types, 4th class, had, like the special stations, no provision for family living quarters, although for quite different reasons. 4th class stations were usually built in remote areas of the province where traffic was light. As such, there was little need for a resident agent and these stations were typically small and simple.

3rd Class Stations

There are at least 75 railway stations in Manitoba that can be grouped according to Canadian Northern's 3rd class designation. 30 of these are officially 3rd class; the remaining 45 are 3rd class in nature and are comprised of Canadian Northern and Canadian Pacific designs. A few of the smaller company stations, now part of Canadian National, are also 3rd class. Because there is such a wide variety of stations that can be termed 3rd class, and because the official 3rd class designation was itself altered over the years, it would be useful to identify those station types that defy a strict 3rd class designation. Preceeding this, however, an analysis of Canadian Northern's official 3rd class station is necessary.

The first official 3rd class station, used as a standard by Canadian Northern, was designed in 1901 by Ralph Benjamin Pratt[10] (Figure 7). These buildings, with their neat, uncomplicated plans, were distinguished by a high pyramidal roof. This roofline was an imposing element, often visible on the flat prairie from a mile away. Over the baggage room a simple gabled roof flowed down to the front of the station facing the tracks to form a deep bracketed overhang that was typical of Canadian Northern depots. The rear of the freight shed was, likewise, covered with a wide overhang, also bracketed for support. The total effect of these 3rd class stations was of a clean, symmetrical building that was uncluttered by useless ornamentation.

This design was used extensively by Canadian Northern until late in the first decade of the century, when it was superceded



TRACK SIDE ELEVATION

GROUND FLOOR PLAN

UPPER FLOOR

Figure 7. 3rd class station, type 100-3.[11] The first "official" 3rd class station design, used as a standard by Canadian Northern was designed in 1901 by Ralph Benjamin Pratt, probably the most prolific station designer in Western Canada.

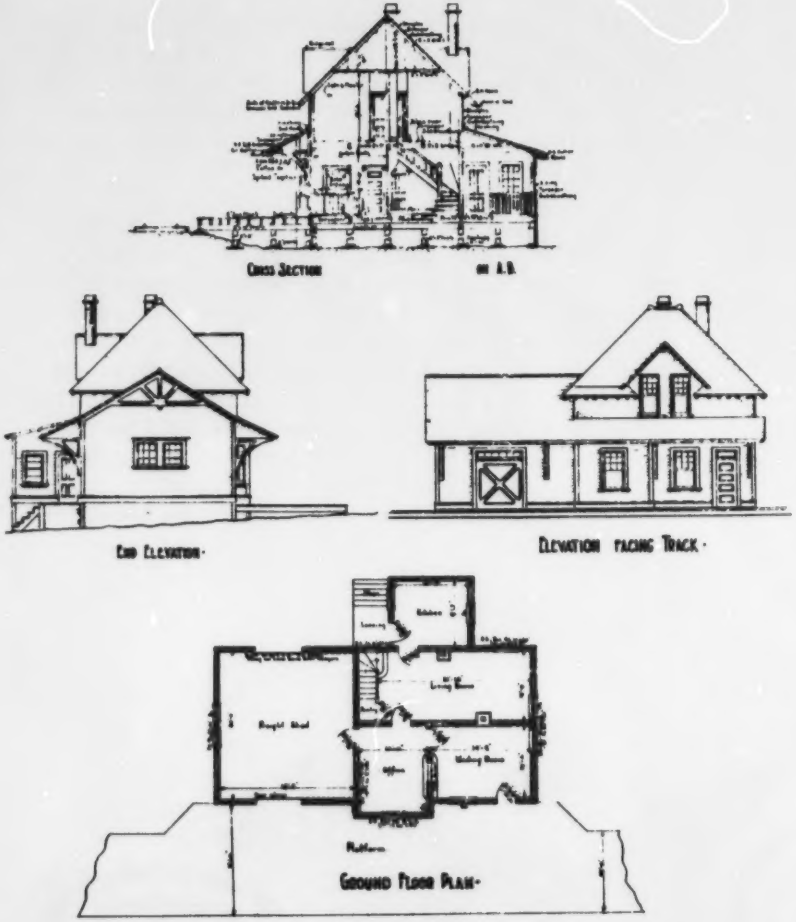


Figure 8. The more refined 3rd class station, type 100-29.[12] The most obvious change incorporated in this second standard design is in the upper roof shape which, through a slight widening of the structure, went from pyramidal to extremely hipped, and in the addition of a waiting room window facing the tracks.

by a more refined version of the first official 3rd class station (Figure 8). These stations, used extensively until 1914, were slightly longer than their predecessors. The extra length may have been the reason that a hip, rather than a pyramidal roof was used. To light the waiting room, a window was added to the front of the depot, between the waiting room door and the bay window. The windows on the waiting room were also set more closely together.

One final revision of the official 3rd class design resulted in a slightly different design. Almost identical in planning and size to its immediate predecessor, these stations, common after 1915, incorporated a few external revisions in their designs (Figure 9). Slight fenestration changes, the addition of a second chimney and the elimination of the large dormers constituted the most noticeable of these changes.

Figure 9. The old Ste. Rose station. This kind of building accommodated living, kitchen and dining at the back of the ground floor.

There were, of course, several standard Canadian Northern stations that were built before the introduction, in 1901, of its official 3rd class design. In fact, those stations that Edward Martin, in an earlier reference, called "quiet ... sensible ... and welcoming" and which are also called "Bohi's Type A" throughout this report, (Charles Bohi's Canadian National's Western Depots categorizes a number of uncategorized Canadian Northern, Grand Trunk Pacific and National Transcontinental stations) were the forerunners of Canadian Northern's official 3rd class type.

Type A stations can be identified by the long hip-gable roof over the first storey, and another hip-gable roof over the second storey running at right angles (Figure 10). A shingled awning, supported by large brackets, provided a measure of protection for customers and freight waiting for trains. Two windows and a door were usually located on the waiting room end, while the agent's office featured a rectangular bay with three tall windows facing the platform.

Also similar to the later, official 3rd class station, are those which Bohi calls "Type B" (Figure 11). The outward, physical differences that distinguish these stations from Type A or official 3rd class are further complicated by the difference in purpose and therefore in plan. Type B stations, typically built in remote areas at the turn of the century, included room for section workers but not for an agent's family. The agent's bedroom was completely separate from those of the workers.

Figure 10. The Winnipegosis station is an early Type A building.

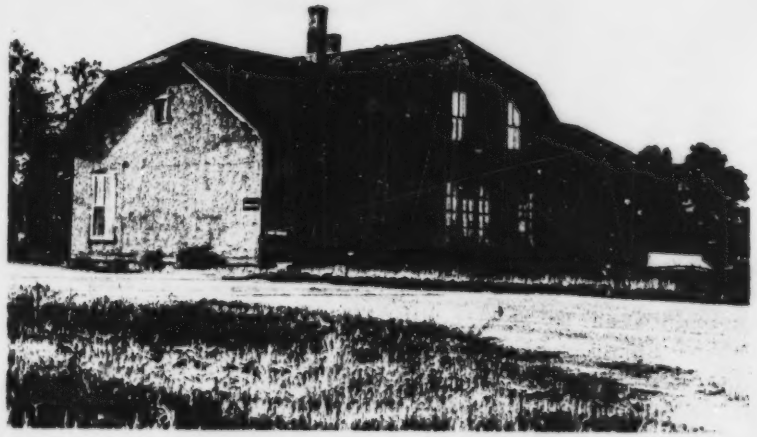


Figure 11. The Woodridge station is one of Bohi's Type B.

Figure 12. The Northern Pacific station at Miami.

Moving away from the former Canadian Northern lines to those other companies now integrated in the Canadian National system, classification according to the 3rd class designation is based more on functional than architectural similarities. The Northern Pacific station at Miami, for example, has all the common functions of a 3rd class station (Figure 12). It has a waiting room, office, a freight shed along the front and living quarters at the rear and above. The architectural massing and detailing, however, are quite distinct in comparison to Canadian Northern. The building's compact form, abruptly truncated on the east side, includes a bay window that projects through the hipped gable roof to become a faceted dormer.

Grand Trunk Pacific stations, classified by Bohi as "Type D" and "Type E" are clearly 3rd class in nature (Figures 13 and 14). While Type E is smaller than Type D, the functions and planning for each type are similar. Both types of buildings are quite distinctive, with bay windows that extend up to the second floor where they are covered with hipped or bellcast hip roofs. Unfortunately, while there were once five Type D and twelve Type E stations in Manitoba, none are known to exist today.

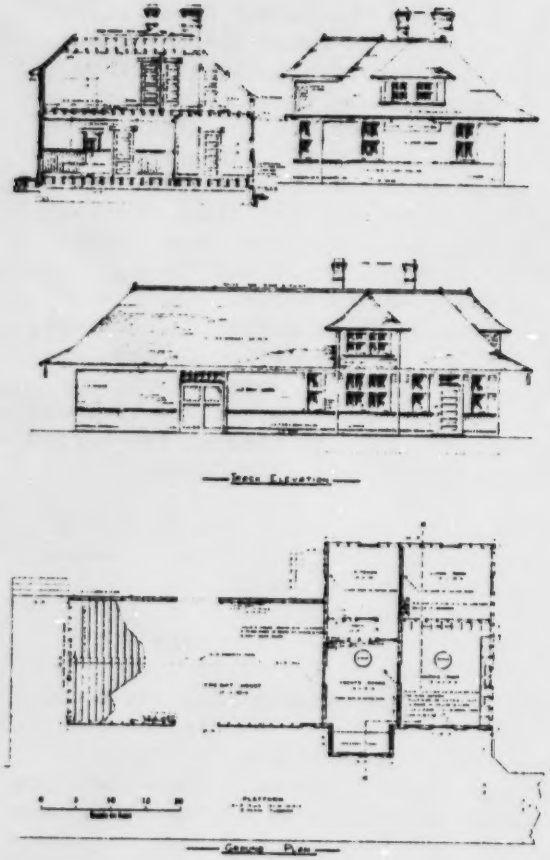


Figure 13. The Grand Trunk Pacific's Type D station plan 100-54.[13]

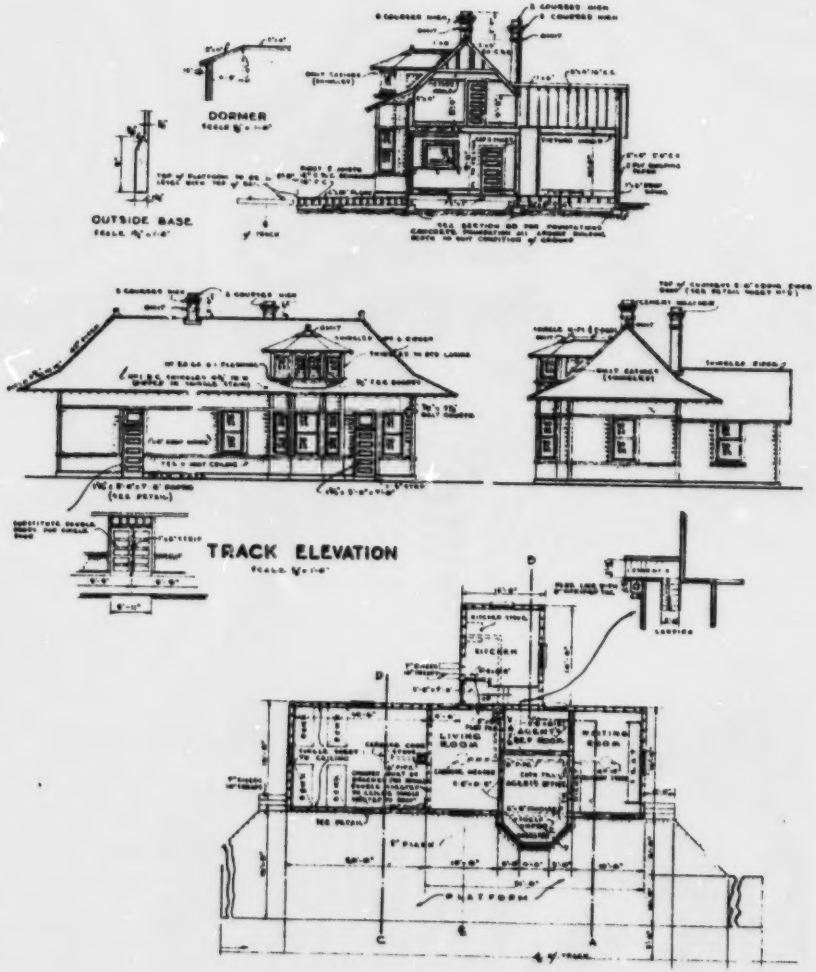


Figure 14. Grand Trunk Pacific Type E station plan 100-152.[14]

The National Transcontinental also had its own distinctive 3rd class stations, although only two of the original number are still standing in Manitoba today. The station in Transcona, constructed around 1910, is the more substantial of the two (Figure 15). The characteristic second storey is present, although in this case it is not clear whether it served as living quarters. The strong symmetrical roof is animated by projecting hipped gable dormers. The other National Transcontinental Station at Anola features similar massing, with a less picturesque roof.

Figure 15. The National Transcontinental's Transcona station.

The majority of all CPR stations in Manitoba can, with a few reservations, be compared to Canadian Northern's various 3rd class types. Indeed, one of the chief characteristics of the 3rd class designation, the inclusion of living quarters, was initiated by the CPR. The very first standard plan, used mostly along the CPR mainline, provided space in the second storey for the station agent and his family (Figure 16). A long freight and baggage shed extending from the main building created, with the reiteration of gabled roofs, a rather long, uninteresting roof line. Architectural ornamentation was also minimal and consideration about dramatic massing was reserved, apparently in favour of simplicity and low costs. The distinctive bracketed overhang of other stations was also ignored. While there were a number of these earliest CP designs, today only the much renovated Poplar Point station remains.

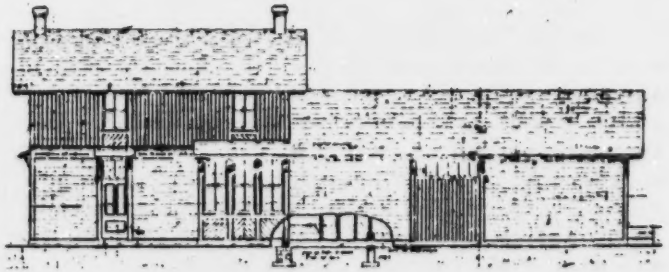


Figure 16. CPR's earliest standard station design.[15] The station was rather plain, lacking as it did the bracketed overhang and an interesting roof line, distinctive features of later, typical stations.

Another fairly popular CPR station design in Manitoba was used for the depot at Virden, among others (Figure 17). The design was drawn up by Ralph B. Pratt in 1899, before he left Canadian Pacific to work for Canadian Northern.[16] The standard plan, somewhat larger than Canadian Northern's own 3rd class stations, combined all ground level functions into a neat, full rectangle. The broad overhanging eaves that encircle the whole building slope up to form part of the exceptional roof form. This distinctive design was repeated, using frame construction, in Morden, Kenton, Hartney and Boissevain (the latter has since been demolished, Hartney has been moved and Kenton has been considerably altered). The use of stone in the Virden station makes it unique among these designs. Indeed, there is only one other station (the Greater Winnipeg Water District station in St. Boniface) of any design extant in the province, besides the three main stations in Winnipeg and Brandon, that is built of stone.

The CPR's #10 design was another early example of that company's 3rd class station. A good example at Arborg, built in 1906, is still standing (Figure 18). Very similar in its massing and planning to Canadian Northern's official 3rd class station, CP's #10 reiterated the hipped roof form on both roofs and on the dormers as well. This design was also used for the Molson and the Beausejour stations, although the Beausejour station, rebuilt in part with logs for its current use as a museum, no longer retains its former appearance.

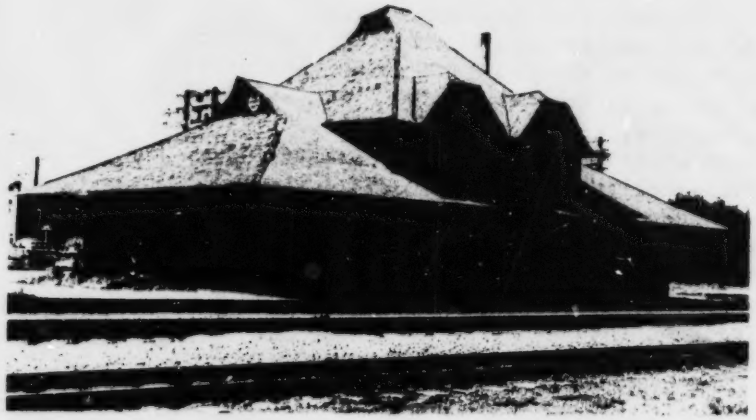


Figure 17. CPR station at Virden.

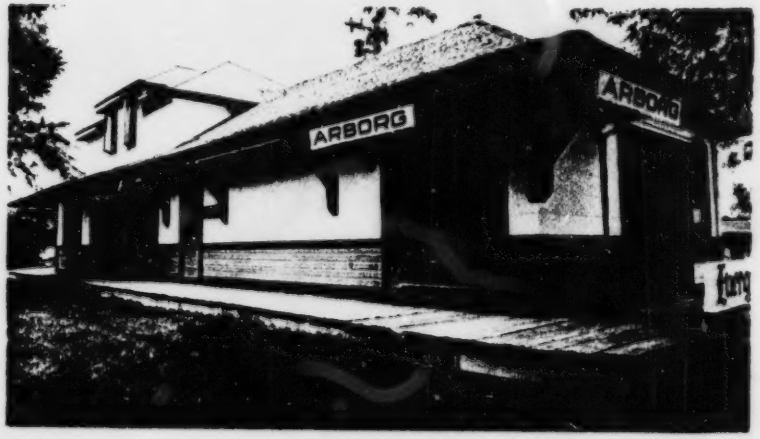


Figure 18. The Arborg station, now used as a museum, is a #10 design.

A series of CPR designs that proved very popular on the Prairies were the special "Western Lines" designs. The Western Lines "A" design, used during the first decade of this century, appears to be represented in Manitoba only by what little remains of the old Tilston station. However, the station at Mowbray, though undesignated in CPR records, looks very much like a W.L. "A" design (Figure 19). These buildings bear a striking resemblance to the first standard CPR station. The later station, however, was enlarged with a broad dormer and a rectangular bay window. A shingled awning, supported by small brackets provides protection only on the platform side.

. In the next decade a slightly different design, designated W.L. "A2" was developed. These buildings, which differ from their W.L. "A" predecessors only in some slight fenestration adjustments appear to be represented in Manitoba only by the abandoned station at Riverton (Figure 20).

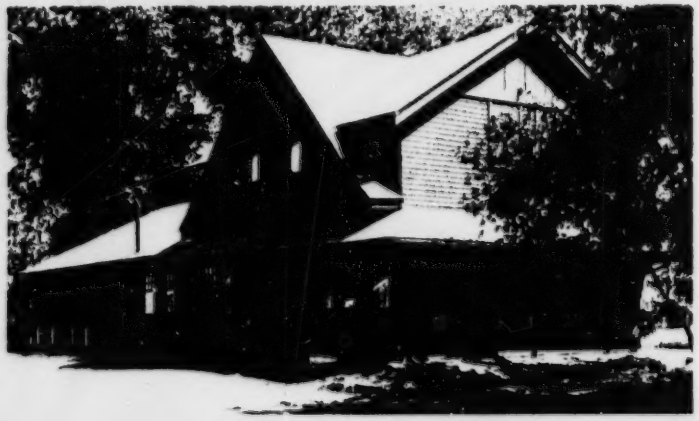


Figure 19. The old Mowbray Station resembles CPR's W.L. "A" design.

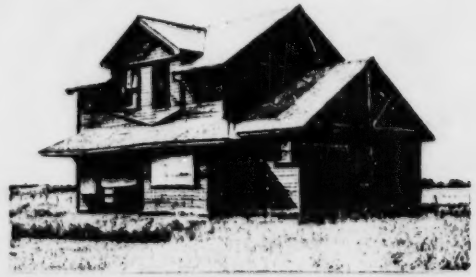


Figure 20. Former Riverton Station.

The 1920s saw widespread use of yet another of this series, W.L. "A3" (Figure 21). This attractive design, with its detailed and large gabled dormer and sweeping brackets often sported such decorative features as half-timbering. There are more surviving W.L. "A3" stations (seven) than any other standard type of CP station, and like the CN's official 3rd class stations, they have been particularly popular as residences.

Figure 21. The St. Claude Station is a good example of the W.L. "A3" design.

One final group of standard CPR stations that have proved amenable for conversion to residences are the small #14 (or 14A) used at Fraserwood and Pettapiece (Figure 22). These designs, rendered assymmetrical by offset dormers feature large brackets that support a sweeping bellcast roof. The Pettapiece station, which has been enclosed on one side retains its original size; the Fraserwood station has been considerably enlarged and renovated for its present use as a residence.

Figure 22. The former Pettapiece station.

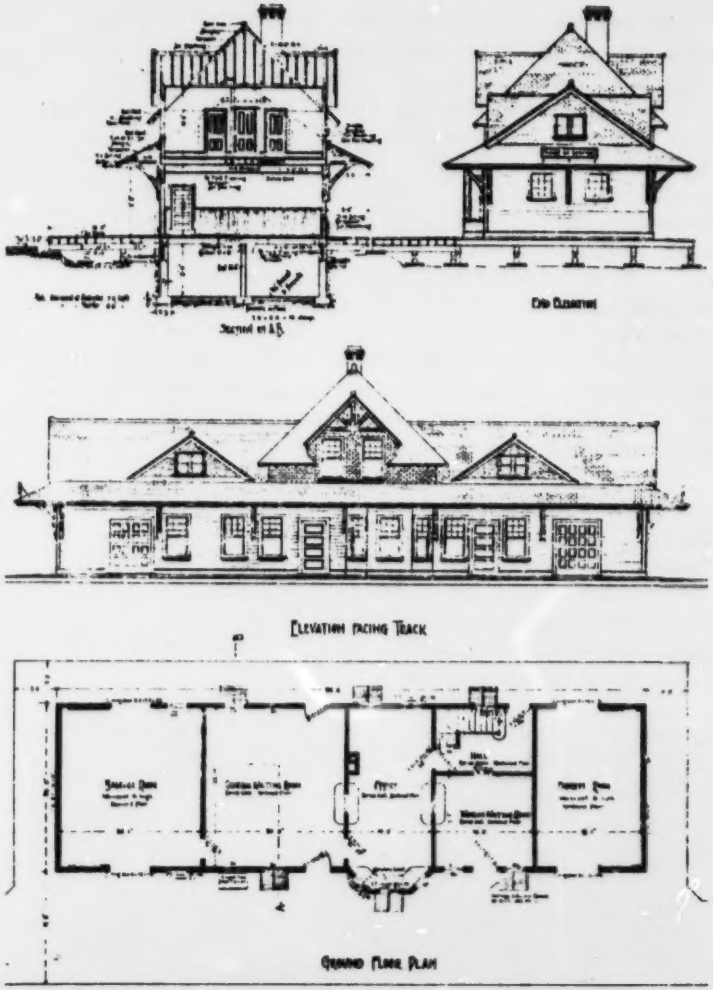


Figure 23. Canadian Northern's standard 2nd class station plan 100-39.[17]

2ND CLASS STATIONS

Like 3rd class stations in Manitoba, 2nd class stations include those officially designated as such in Canadian Northern's records (Figure 23) and those that, despite "Special" designation by the major companies, are of a somewhat humbler nature. The Canadian Northern station at Neepawa, built in 1902, is currently used as the Beautiful Plains Museum (Figure 24). Some minor renovations have obscured the original character of the building, but, in general, it is still a good example of the official 2nd class style. 2nd class stations were among the first of Canadian Northern depots to employ the roofline that was to become a trademark of that company. The complex, but symmetrical, roof is dominated by a high pyramidal section that is interrupted at both front and back by prominent gabled dormers. The Gladstone station features decorative woodwork in these dormers (Figure 25). Smaller hipped dormers break the medium hipped roof that covers the rest of the station.

CN stations that have been accorded Special status but are nevertheless still 2nd class include two very good examples at Portage la Prairie and Rivers. The others of this category, including Emerson and Virden, have been less fortunate, having been unsympathetically renovated or abandoned. The Portage la Prairie station, built in 1908 has no provision for living quarters, but its size, construction and appointments link it to the official 2nd class designation (Figure 26). The Rivers station, built later, in 1917, is similar to the previous buildings, although with less architectural ornamentation than the official types, or even the Portage station (Figure 27).

Figure 24. The former Neepawa station is a fine example of an "official" 2nd class design.

Figure 25. Canadian Northern's old Gladstone station.

Figure 26. The CN station in Portage la Prairie.

Those Special CPR stations of 2nd class nature are, like their CN counterparts, in varying states of upkeep. Of the four that may properly be considered 2nd class, the Minnedosa and Portage la Prairie stations, both still used, are the most outstanding. The Minnedosa station, constructed of brick, features a broad hipped gable roof that is interrupted by three dormers, the middle one with a faceted roof (Figure 28). The solid Portage la Prairie station boasts some interesting architectural features. The low, flared roof, supported with sweeping brackets, is accented at its midpoint by an interesting gable (Figure 29). The main entrance to the

Figure 27. Rivers station.

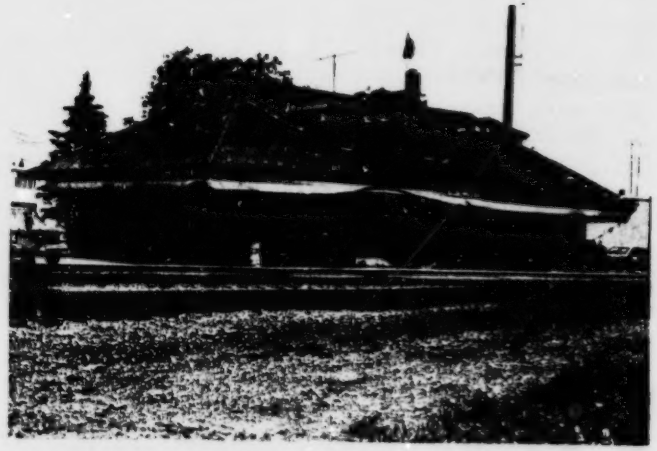


Figure 28. The CPR station in Minnedosa.

station is framed by a radiating voussoir arch constructed of large stones. Other CPR stations, like that at Killarney, are abandoned and, often, decaying (Figure 30).

While the smaller railway companies in Manitoba constructed stations that were usually small and simple, some buildings do appear to be of a 2nd class nature. The Greater Winnipeg Water District Station in Saint-Boniface is the best of the few small company stations remaining (Figure 31). Built of stone, in 1929, this attractive building features excellent workmanship and some fine detailing, including arched windows and numerous ball lamps.

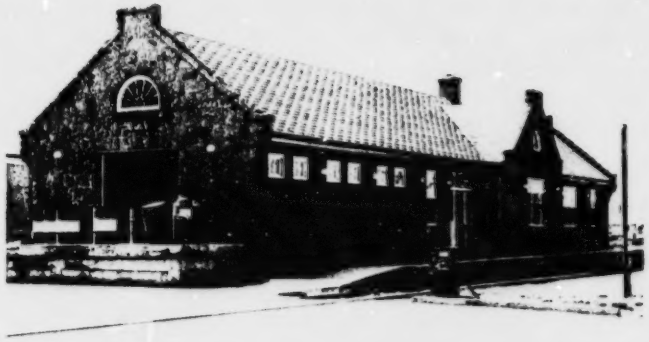


Figure 31. The Greater Winnipeg Water District station in Saint-Boniface.

Figure 29. Portage la Prairie CPR station.

Figure 30. The old station at Killarney, like several others, is not in good condition.

1st Class, Special and 4th Class Stations

1st class stations, or those designated "Special Designs" by both CN and CP, often represent the pinnacle of these companies' station designs. Rarely standardized, these elaborate buildings were typically built of substantial materials, like brick or stone.

Among Canadian Northern's 1st class designs in Manitoba, Winnipeg's Main Street station, which is an identified Federal Historic Site, ranks as the finest (Figure 32). The only other truly 1st class Canadian Northern station in Manitoba is the 1912 structure at Dauphin. Three storeys high, the building is animated with picturesque roofs, dormers, turrets and decorative brick and stonework (Figure 33). Having been one of the most important division points along Canadian Northern during its years of operation, the large floor plan provides ample space for dispatchers and other service personnel.

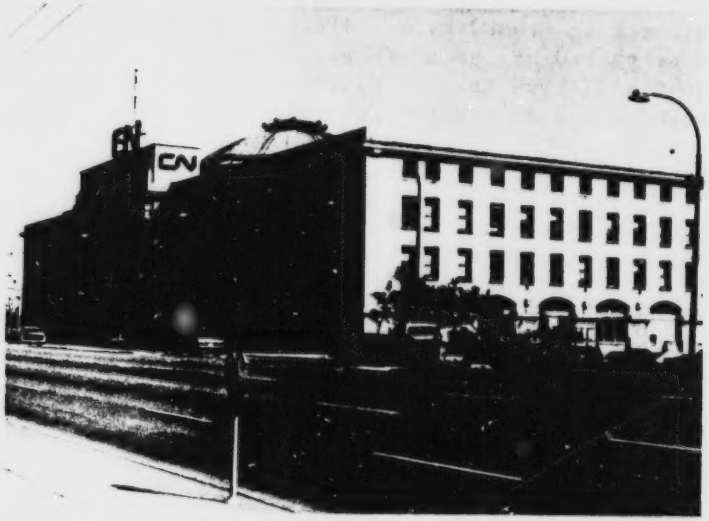


Figure 32. CN's elaborate Union Station on Main Street.

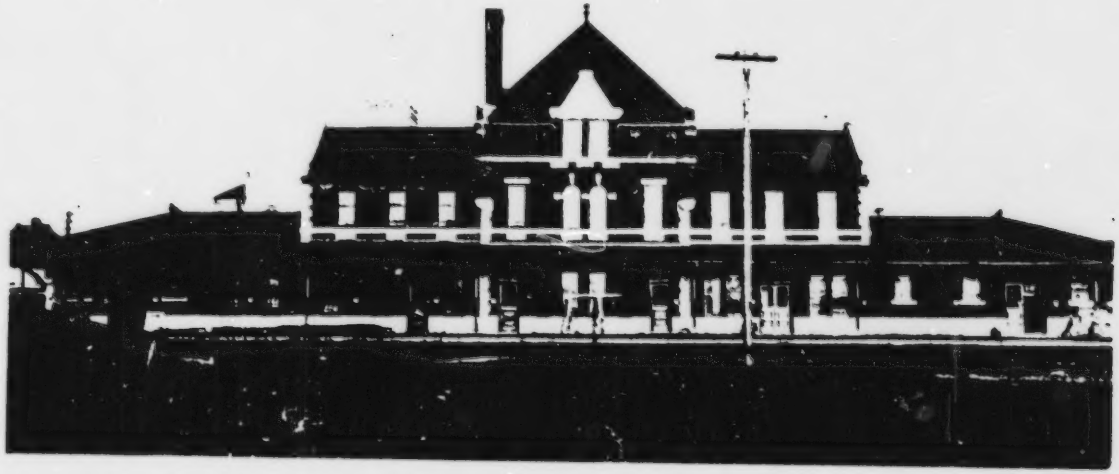


Figure 33. Dauphin station nearing completion, ca. 1912. (Provincial Archives Manitoba.)

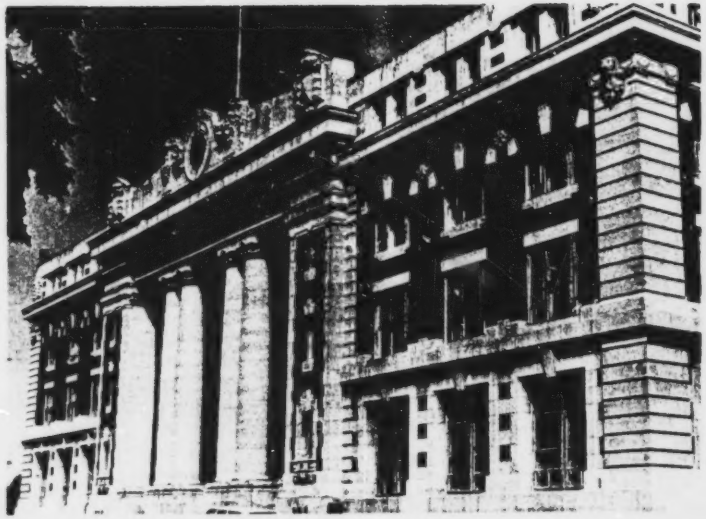


Figure 34. The Higgins Avenue station of the CPR.

Among CP's seven Special stations, Winnipeg, Brandon and Souris are the largest still standing in Manitoba (Figures 34, 35 and 36). The other four Special CP stations are, as already noted, more of a 2nd class nature. The three Special stations that are of a 1st class nature provide an indication of the diverse qualities that 1st class stations could achieve. The huge, grand station in Winnipeg is richly ornamented with large classically-inspired elements. While smaller and less ornate, Brandon's station is nevertheless an attractive building that, at the end of a street, commands attention. The old CPR station at Souris, now simply used for storage, is humbler than the other two. However, constructed of brick, with some decorative stonework, the Souris station retains a prominent position in its rural community.

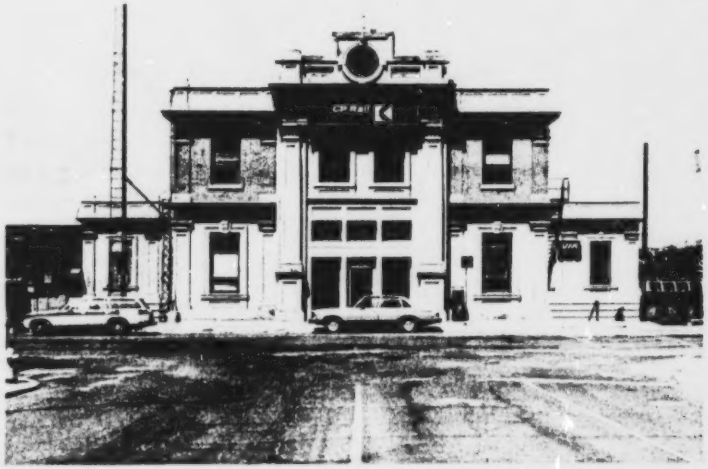


Figure 35. Brandon's CPR station.

Figure 36. CPR's Souris station, now vacant.

Both CN's and CP's Special status can often be misleading, as it includes all stations built for specific, local circumstances. As previously noted, several Special CP stations are actually of a 2nd class nature. CN's designation often overstates the design as well. The old Canadian Northern station at Victoria Beach is clearly not 1st class (Figure 37). Its Special designation owes more to its purpose than its form; Victoria Beach station, which actually resembles 3rd class, was designed to suit the community's special function as a summer resort.

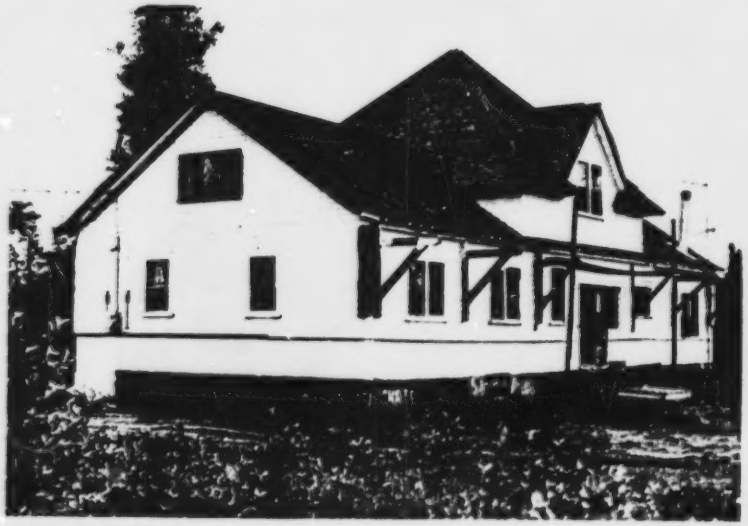


Figure 37. Canadian Northern's "Special" Victoria Beach station.

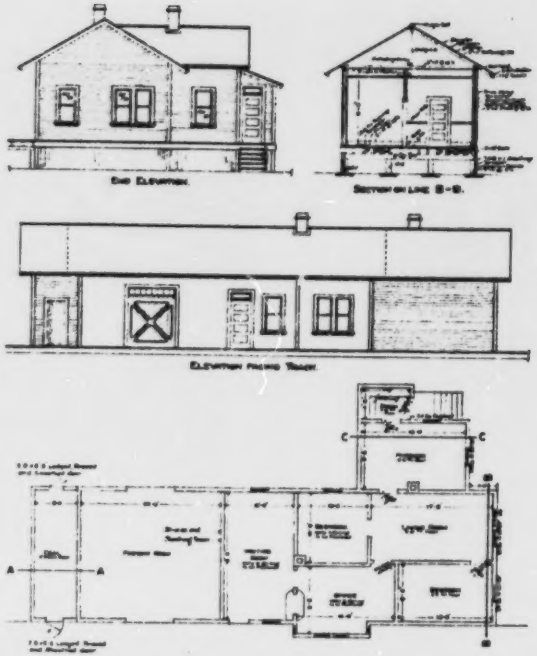


Figure 38. Canadian Northern's 4th class station plan 100-115.[18]

Some Special stations, in fact, seem more closely related to Canadian Northern's 4th class designation. The humble 4th class station was quite different from other depots in the system (Figure 38). Notably, it did not have a second storey and had no provision for living quarters. These simple structures were covered by a low gable roof, unbroken by dormers. A shingled awning was absent and, in this simplified state, the ubiquitous bay window assumed a more prominent role than in other designs. The former Canadian Northern station at Moosehorn, now used as a museum, is a good representative of the remaining nine 4th class station designs (Figure 39).

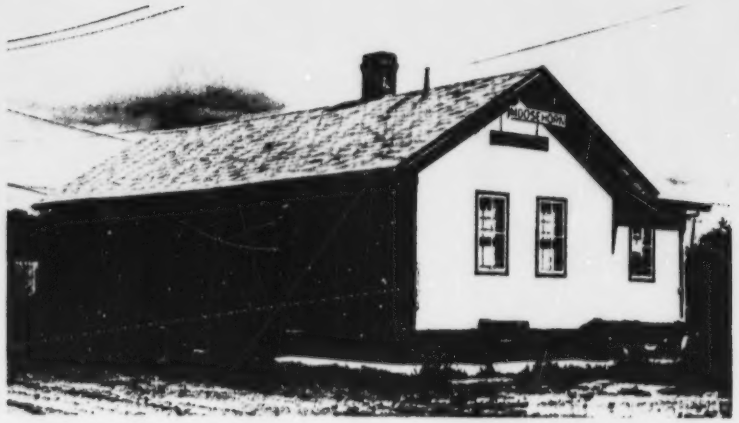


Figure 39. Moosehorn station.

STATION CATALOGUE

This catalogue of railway stations in Manitoba is divided into three major sections, according to their ownership by Canadian National, Canadian Pacific or "Other Railroads". Within these three major divisions, stations are grouped according to one of four general design criteria, 1st, 2nd, 3rd or 4th Class. Stations are further organized within each of these four categories according to specific similarities of design.

Two indexes following the catalogue and a set of maps should also be valuable sources for making reference to the information in the catalogue. The first index provides a concise statistical summary of the basic information in the catalogue. The second index, an alphabetical list, is a handy source for locating any particular stations in the catalogue. Three maps locating CN and CP stations will also help to put the stations into a geograpical context.

While all stations of possible heritage value have been identified in the catalogue, some could not be visited and others, which might still exist, but apparently have been moved, could not be located. In these occasional cases, photographs could not be supplied and first-hand details could not be obtained. Particulars that have been included, but which come from a secondary source, have been identified as "unconfirmed".

CANADIAN NATIONAL RAILWAY STATIONS

1st Class Stations

WINNIPEG

Railway: CANADIAN NATIONAL

Subdivision: WINNIPEG TERMINAL DIVISION

Date Built: 1911 (Martin)

Plan: Canadian Northern/Grand Trunk Pacific, Special

Present Location: Original site, East corner of Main and Broadway, Winnipeg, Manitoba

Present Owner/Occupant: CNR

Present Function(s): VIA station; RR offices

General Condition of Building: Very Good

NOTES:

GENERAL: -built jointly by Canadian Northern and Grand Trunk Pacific, earning the name "Union Station"

-architects: Warren and Wetmore, of New York (Martin)

DAUPHIN

Railway: CANADIAN NATIONAL

Subdivision: TOGO

Date Built: 1912 (Bohi and datestone)

Plan: Canadian Northern, Special, 100-44

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): RR purposes

General Condition of Building: Good

NOTES:

GENERAL: -compare with the CPR station at Souris

EXTERIOR: -basically unchanged

-a few door and window openings have been rearranged

-brick chimney appears to have been made taller

INTERIOR: -appears to have been quite renovated

-details unavailable as station closed at time of visit

FEATURES OF NOTE:

-brick construction

-station is unusually large, even for a special station (rural)

DAUPHIN (cont'd)

-segmental arch window openings (glazing and sashes are flat)

-semi-circular windows on second floor

-round openings with four tyndall keystones for second floor ventilation

-tyndallstone plinth, quoins, lugsills, set-out keystones, and stone belt

-some of the metal roof finials appear to be shaped like birds. Also, metal ridgepoles

-datestone is part of a carved decorative pediment with the CNR crest on it. There is one on each of town and track sides

-parapets

-pilastered decorative bartizans adorn top two floors

DAUPHIN (cont'd)

2nd Class Stations

GLADSTONE

Railway: CANADIAN NATIONAL

Subdivision: GLADSTONE

Date Built: 1901 (Bohi)

Plan: Canadian Northern, 2nd class, 100-5

Present Location: near the corner of 5th and Regent, Gladstone, Manitoba

Present Owner/Occupant: Town of Gladstone

Present Function(s): None

General Condition of Building: Fair

NOTES:

GENERAL: -the station has been moved, and seems to be awaiting renovations

EXTERIOR: -several windows on the former townside have been boarded up

-otherwise basically unchanged

INTERIOR: -appears to have been lino'd and enamel painted at some point

-details unavailable as station closed

FEATURES OF NOTE:

-simple bargeboard

* * * *

BOHI: -stuccoed in 1929

GLADSTONE (cont'd)

-electricity and plumbing were installed at unknown dates

NEEPAWA

Railway: CANADIAN NATIONAL

Subdivision: NEEPAWA

Date Built: 1902 (Bohi)

Plan: Canadian Northern, 2nd class, 100-8

Present Location: Original Site

Present Owner/Occupant: Beautiful Plains Museum

Present Function(s): Museum

General Condition of Building: Very Good

NOTES:

EXTERIOR: -well maintained

-new paint

-new asphalt shingles

-an outdoor display case has been built beside the front door to protect a large piece from the elements

-most of the main floor windows have been tastefully boarded up

INTERIOR: -minor renovations on main floor have facilitated display. Upper rooms remain intact

FEATURES OF NOTE:

-hipped dormers

-lugsills

NEEPAWA (cont'd)

* * * *

BOHI: -electricity installed in 1927

CARMAN

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1902 (Bohi)

Plan: Canadian Northern, 2nd class, 100-2

Present Location: Original location, Centre Avenue

Present Owner/Occupant: Town of Carman

Present Function(s): Senior Citizen's Drop-in Centre

General Condition of Building: Good

NOTES:

GENERAL: -the station agent was removed in the 1960s and the building remained vacant until 1972 when the Drop-in Centre was officially opened

EXTERIOR: -the station colours have been retained after repainting (grey with red doors and white trim)

INTERIOR: -the agent's second floor quarters are unaltered and are now rented out
-the main floor partitions remain, as does the ticket wicket

CARMAN

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: Unknown

Plan:

Present Location: Fairgrounds, Carman, Manitoba

Present Owner/Occupant: Dufferin Agricultural Society

Present Function(s): Anglican Church supper hall (fair time); equipment storage

General Condition of Building: Fair

NOTES:

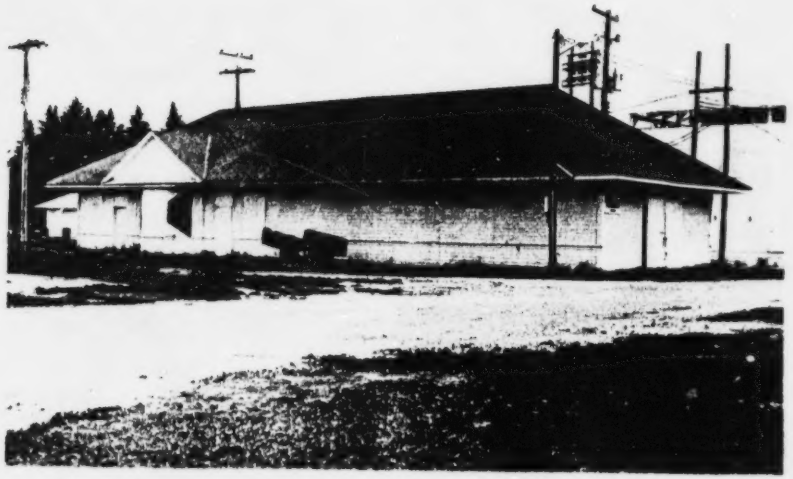
GENERAL: -this station was formerly owned by Great Northern Rwy. and perhaps the Midland Rwy. Co. (Letourneau P. 40)

-for interest, compare with GNR (B, S, & H.B. Rwy.) station at Boissevain

EXTERIOR: -new asphalt shingles at some point

-both track and town-side freight shed doors are now semi-permanently closed

INTERIOR: -baggage and office converted to a cafeteria-like kitchen (non-permanent)



PORTAGE LA PRAIRIE

Railway: CANADIAN NATIONAL

Subdivision: RIVERS

Date Built: 1908 (Bohi)

Plan: Grand Trunk Pacific, 100-175. (Bohi notes that it may be Great Northern)

Present Location: Original site. Fisher Ave. at 3rd NE, P. la P., Manitoba

Present Owner/Occupant: CNR

Present Function(s): RR purposes; VIA station

General Condition of Building: Very Good

NOTES:

EXTERIOR: -well maintained

-no fundamental changes

-at eastern track-side, under the two-storey area, it appears that a large 6' x 10' (approx) opening has been bricked in

INTERIOR: -extensively modernized waiting room, office, and washrooms

FEATURES OF NOTE:

-simple bargeboard

-segmental arch window openings

-no brackets

-decorative stone belt

PORTAGE LA PRAIRIE (cont'd)

-tyndallstone plinth

RIVERS

Railway: CANADIAN NATIONAL

Subdivision: RIVERS

Date Built: 1917

Plan: Grand Trunk Pacific, Special, 100-169

Present Location: Original Site

Present Owner/Occupant: CNR

Present Function(s): RR purposes

General Condition of Building: Good

NOTES:

GENERAL: -this is the second major station at Rivers. The first burned down before this one was built

EXTERIOR: -mostly unchanged

-many new windows, including replacements for former freight shed doors

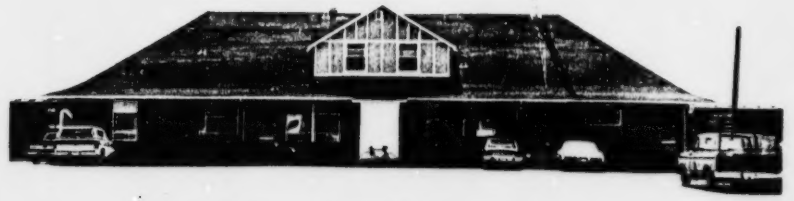
INTERIOR: -dropped ceiling in office and waiting areas

-other "modernizing" renovations

-upper floor no longer in use

FEATURES OF NOTE:

-brick coursing is not quite uniform (i.e. following any



RIVERS (cont'd)

particular pattern)

-no brackets

-concrete plinth

* * * *

BOHI: -stucco, insulation, electricity and plumbing were all added at unknown dates

VIRDEN

Railway: CANADIAN NATIONAL

Subdivision: HARTNEY

Date Built: 1907 (Bohi)

Plan: Canadian Northern, Special, 100-19

Present Location: ne31-10-25w, near Virden, Manitoba

Present Owner/Occupant: William J. McQuaker, Box 1408, Virden, Manitoba

Present Function(s): Being renovated into a residence

General Condition of Building: Good

NOTES:

GENERAL: -this is the only station in Manitoba built to this plan

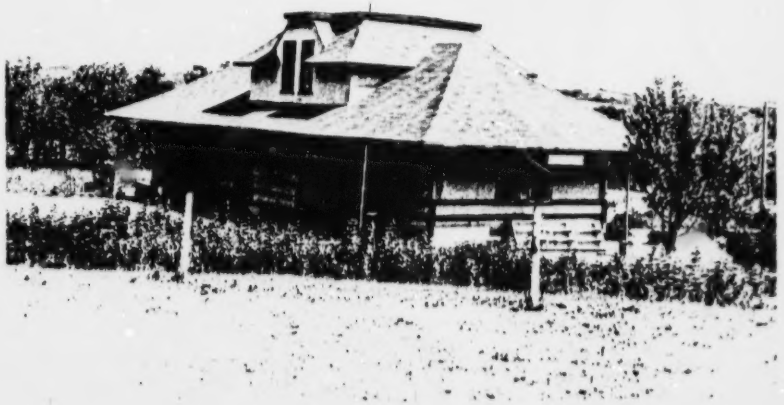
-the station was purchased by the present owners in December of 1975, and moved in January of 1976

-the original pyramidal top of the roof was cut off to facilitate moving. It was saved, but the McQuakers didn't know how to put it back. Eventually, it was destroyed

EXTERIOR: -has been re-roofed

-otherwise purposely unchanged

INTERIOR: -presently receiving extensive renovations: drywall and



VIRDEN (cont'd)

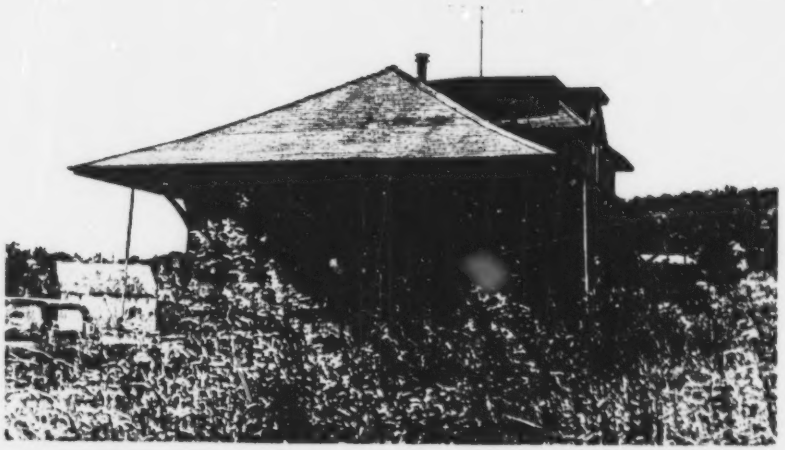
insulation are being added; some interior partitions are being relocated

FEATURES OF NOTE:

-(originally) very similar to the Canadian Northern, 3rd class, 100-3 design, but larger, with wings on both sides of the two-storey block

* * * *

BOHI: -stucco and insulation added in 1937



EMERSON

Railway: CANADIAN NATIONAL

Subdivision: RIDGEVILLE

Date Built: 1923 (Bohi)

Plan: Canadian National, Special Station

Present Location: Original Site

Present Owner/Occupant: CNR

Present Function(s): RR purposes. Filing for removal of "Station Bldg" designation

General Condition of Building: Very Good

NOTES:

GENERAL: -this station has probably been a customs station

-platform is still intact and in good condition

EXTERIOR: -well maintained

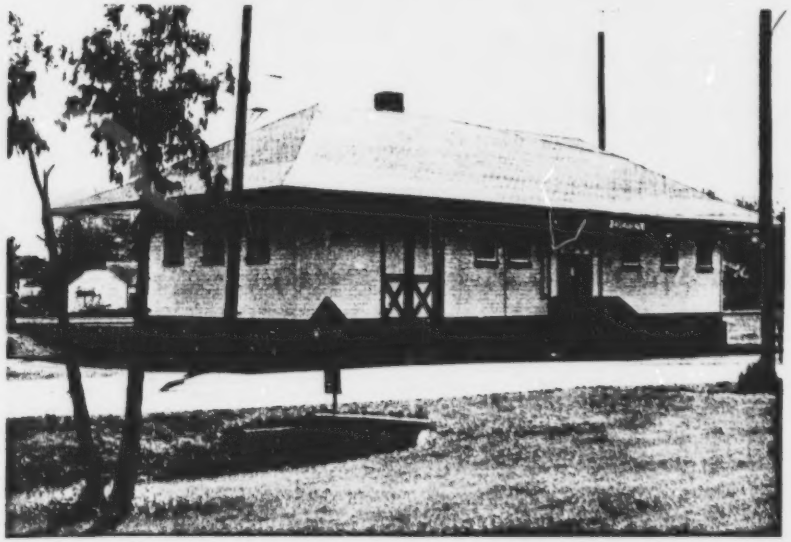
-cast iron and wooden bench on the platform needs refinishing

INTERIOR: -details unavailable as station closed at time of visit

FEATURES OF NOTE:

-overhang slightly bellcast

-no brackets



THE PAS

Railway: CANADIAN NATIONAL

Subdivision: TURNBERRY

Date Built: 1928 (Bohi)

Plan: Canadian National, Special

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): VIA station; other RR purposes

General Condition of Building: Fair (CN survey)

NOTES:

(Courtesy Provincial Archives of Manitoba)

GILLAM

Railway: CANADIAN NATIONAL

Subdivision: HERCHMER

Date Built: 1930 (Bohi)

Plan: Canadian National, Special

Present Location: Original Site

Present Owner/Occupant: CNR

Present Function(s): VIA station; other RR purposes

General Condition of Building: Fair (CN survey)

NOTES:

(Photographs courtesy Bette Winner)

ST. JAMES

Railway: CANADIAN NATIONAL

Subdivision: (Winnipeg) OAK POINT

Date Built:

Plan:

Present Location: Estella St., Winnipeg

Present Owner/Occupant: CNR

Present Function(s): Prairie Dog Central Railway Station

General Condition of Building: Excellent

NOTES:

GENERAL: -this station has some features similar to the Pine Falls station, now torn down

EXTERIOR: -new paint

-new asphalt shingles

-some new windows

INTERIOR: -details unavailable at time of visit

FEATURES OF NOTE:

-two windowless dormers on each side

ST. JAMES (cont'd)

CHURCHILL

Railway: CANADIAN NATIONAL

Subdivision: HERCHMER

Date Built: probably 1929-30 (Bohi)

Plan: Canadian National, Special

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): station and bunkhouse

General Condition of Building: Fair (CN survey)

NOTES:

(Courtesy Provincial Archives of Manitoba)

FLIN FLON

Railway: CANADIAN NATIONAL

Subdivision: FLIN FLON

Date Built: 1934 (Bohi)

Plan: Canadian National, Special

Present Location: Flin Flon

Present Owner/Occupant: City of Flin Flon

Present Function(s): To be used as a museum

General Condition of Building: Fair

NOTES:

(Photographs courtesy Lorna Rogan)

THOMPSON

Railway: CANADIAN NATIONAL

Subdivision: THOMPSON

Date Built: 1960 (Bohi)

Plan: Canadian National, 100-382

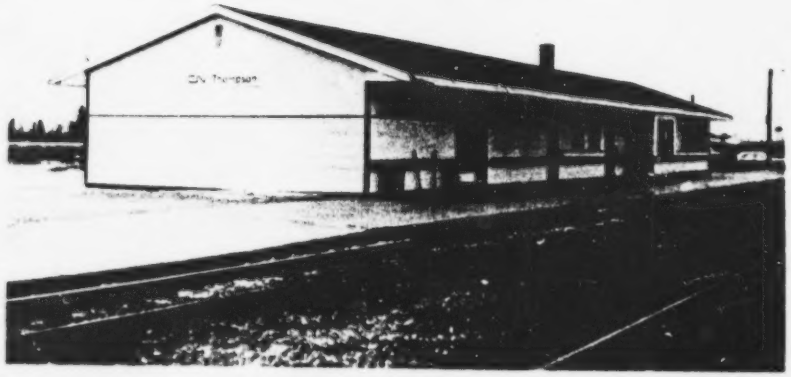
Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): Station

General Condition of Building: Good (CN survey)

NOTES:



LYNN LAKE

Railway: CANADIAN NATIONAL

Subdivision: SHERRIDON

Date Built: 1966 (Bohi)

Plan: Canadian National, 100-393

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): Station

General Condition of Building: Good

NOTES:

3rd Class Stations

GRANDVIEW

Railway: CANADIAN NATIONAL

Subdivision: TOGO

Date Built: 1900 (Bohi)

Plan: Canadian Northern, (Bohi's Type A)

Present Location: Original site. SW corner of Main and Railway, Grandview, Manitoba

Present Owner/Occupant: CNR. May be up for sale.

Present Function(s): None

General Condition of Building: Poor

NOTES:

GENERAL: -the switchman in a new portable building believes that the station is still owned by CNR and that it is up for sale. He isn't sure

EXTERIOR: -relatively new asphalt shingles

-one rear window or door is now boarded up

-mostly unchanged

INTERIOR: -appears very deteriorated

-details unavailable as building closed

* * * *

BOHI: -stucco added in 1928

WINNIPEGOSIS

Railway: CANADIAN NATIONAL

Subdivision: WINNIPEGOSIS

Date Built: 1897 (Bohi)

Plan: Canadian Northern, (Bohi's Type A)

Present Location: Original site (assumed).
NE corner of Main and Jubilee, Wpgosis.

Present Owner/Occupant: Village of Winnipegosis

Present Function(s): Museum

General Condition of Building: Fair

NOTES:

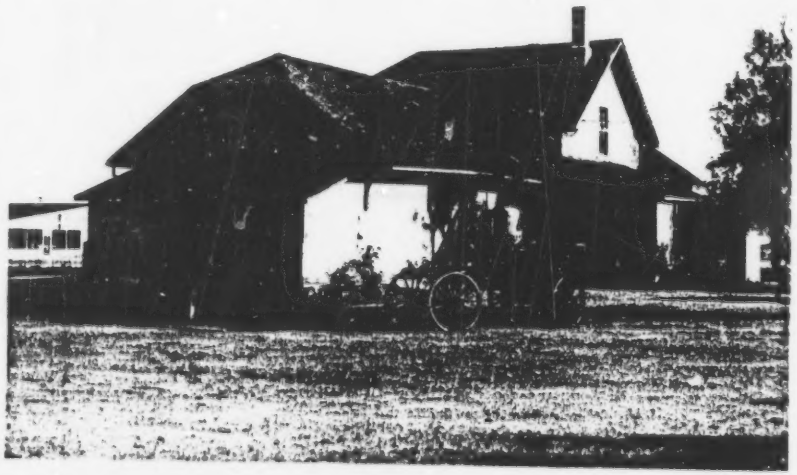
EXTERIOR: -appears unchanged
-window or door at rear is boarded up

INTERIOR: -details unavailable as museum closed at time of visit

FEATURES OF NOTE:
-two brick chimneys

* * * *

BOHI: -stucco was added in 1923
-insulation was added in 1928



ETHELBERT

Railway: CANADIAN NATIONAL

Subdivision: COWAN

Date Built: 1898 (Bohi)

Plan: Canadian Northern (Bohi's Type A)

Present Location: Winnipegosis area

Present Owner/Occupant: T. Shewchuk

Present Function(s): May be used as a museum

General Condition of Building: Poor

NOTES:

EXTERIOR: -shed addition (see Winnipegosis) has been removed. It appears that it was added after the station was built, as the openings for the windows above the addition's shed-type roof actually extend far below the line at which the roof joins with the main building (see photos)

-relatively new shingles

INTERIOR: -quite deteriorated

-has been renovated, or redecorated, at some point

-specifics unavailable as building closed at time of visit

* * * *

OCHRE RIVER

Railway: CANADIAN NATIONAL

Subdivision: GLADSTONE

Date Built: 1899 (Bohi)

Plan: Canadian Northern (Bohi's Type A)

Present Location: Original Site

Present Owner/Occupant: CNR

Building unoccupied

Present Function(s): None. (This town has a VIA stop, but this cannot be in use)

General Condition of Building: Very Poor

NOTES:

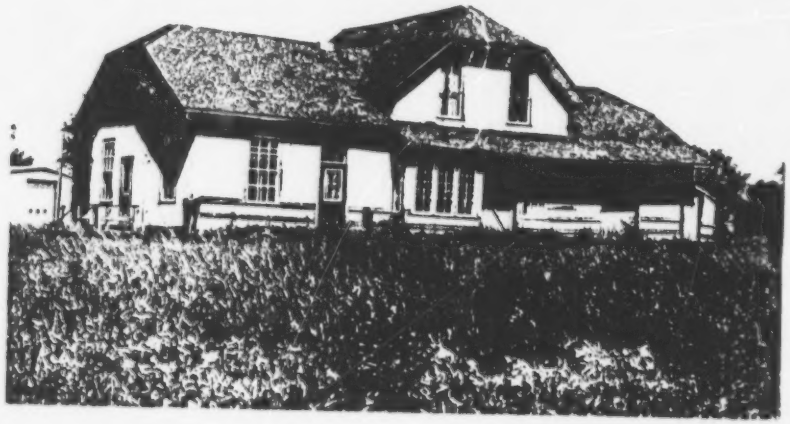
EXTERIOR: -some obvious structural heaving, especially evident on eave and roof lines

INTERIOR: -appears to have had some renovation, but presently deteriorated

-details unavailable as building closed at time of visit

* * * *

BOHI: -stucco was added in 1929
-electricity was installed at an unknown date



SWAN RIVER

Railway: CANADIAN NATIONAL

Subdivision: ERWOOD

Date Built: 1899, Additions in 1914 and 1917 (Bohi)

Plan: Canadian Northern, Bohi's Type A-adapted

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): station; office; dwelling

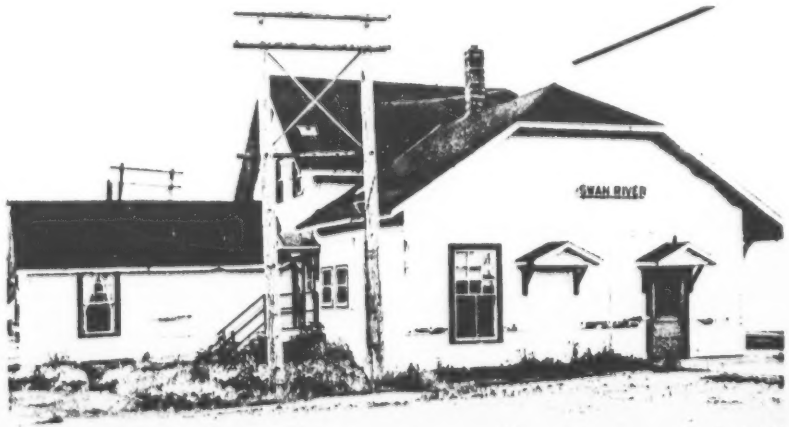
General Condition of Building: Fair (CN survey)

NOTES:

FEATURES OF NOTE:

-no bay window (Bohi)

(Courtesy Provincial Archives of Manitoba)



GILBERT PLAINS

Railway: CANADIAN NATIONAL

Subdivision: TOGO

Date Built: 1900, Addition 1914· (Bohi)

Plan: Canadian Northern, (Bohi's Type B)

Present Location: NE corner of Main St. and Gordon Ave., Gilbert Plains, Manitoba

Present Owner/Occupant: Town of Gilbert Plains

Present Function(s): Community Drop-In Centre

General Condition of Building: Very Good

NOTES:

GENERAL: -the original site of the station was the SW corner of the same junction

-a well-kept CNR caboose is also on the property

EXTERIOR: -well maintained

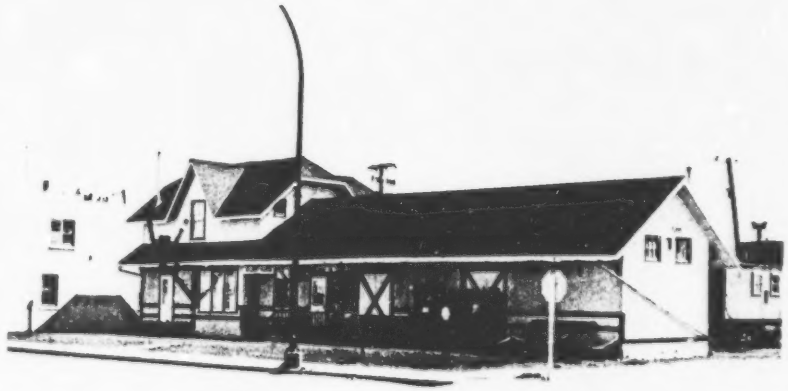
-new paint

-new asphalt shingles

INTERIOR: -details unavailable as building closed at time of visit

FEATURES OF NOTE:

-exterior mini-platform display includes an old freight cart, milk cans and other freight, benches, a station flag and a



GILBERT PLAINS (cont'd)

manual switch

* * * *

BOHI: -stucco was added in 1937
-electricity was installed at an unknown date

WOODRIDGE

Railway: CANADIAN NATIONAL

Subdivision: SPRAGUE

Date Built: 1902 (Bohi)

Plan: Canadian Northern, (Bohi's Type B)

Present Location: Original site. Soon to be moved to Vassar, nw32-1-13e

Present Owner/Occupant: Mr. MacLeod

Present Function(s): None as yet. With La Broquerie station, rumours of bible camp

General Condition of Building: Poor

NOTES:

GENERAL: -Mr. MacLeod, who does not live in Vassar, and who also bought the station at La Broquerie, is rumoured to have bought them in order to renovate them for a bible camp he will open

EXTERIOR: -new asphalt shingles at some point

-a rear door was filled in, seemingly some time ago

-basically unchanged, as yet

INTERIOR: -details unavailable as station closed

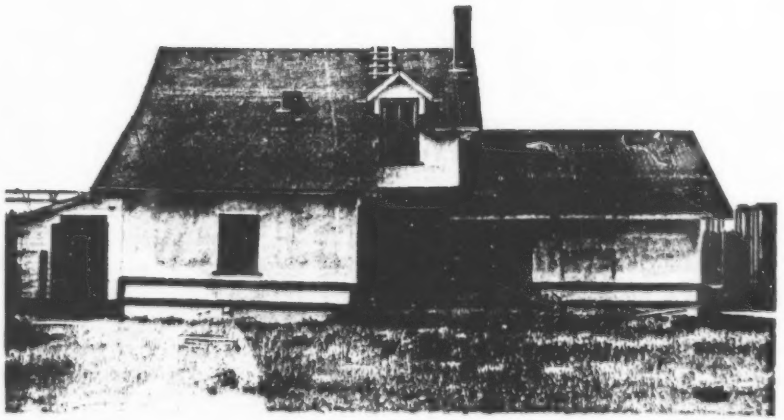
FEATURES OF NOTE:

-perennial purple iris are all that remain of station gardens

WOODRIDGE (cont'd)

* * * *

BOHI: -stucco was added in 1937
-electricity was installed in 1953



ROSEISLE

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1903 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: se19-6-7w

Present Owner/Occupant: Snow Valley Ski Resort

Present Function(s): Ski Lodge and Private Residence

General Condition of Building: Very Good

NOTES:

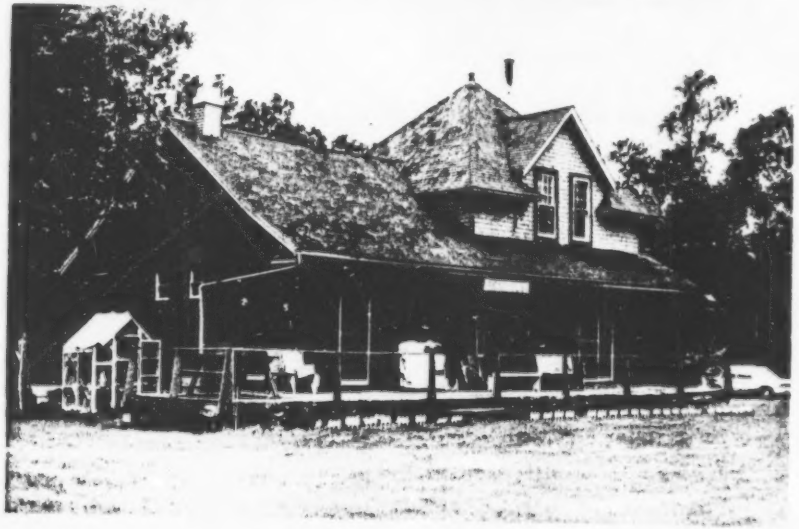
GENERAL: -moved to present location by the previous owner about 1970 or 1971

EXTERIOR: -new entrance doors, some new windows

-almost no renovation, well maintained

-new front deck

INTERIOR: -some redecorating, leaving little original



ST. JEAN BAPTISTE

Railway: CANADIAN NATIONAL

Subdivision: LETELLIER

Date Built: 1902 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: se26-5-5e, near Grunthal, Manitoba

Present Owner/Occupant: Tony and Dora Tesarski, (Box 299, Grunthal, ROA ORO)

Present Function(s): Residence

General Condition of Building: Excellent

NOTES:

GENERAL: -renovated by former owners, Bill and Evelyn Krahn (Bill is the brother of John, who owns the Ste. Anne station). The station was moved here in 1976 or 1977

EXTERIOR: -new garage added

-new roof

-new storms over original windows

-new sidings: stucco and horizontal wood

-new front deck

INTERIOR: -freight shed was renovated into a LR, new fireplace

-smallest upper BR renovated into

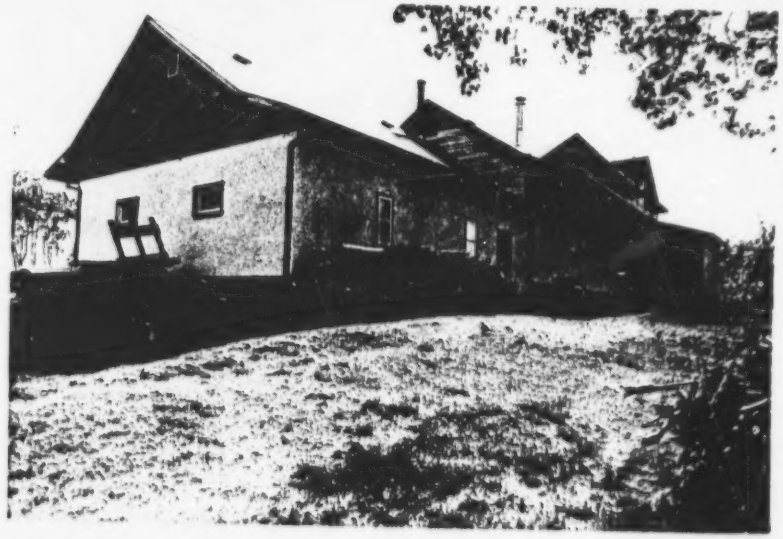
ST. JEAN BAPTISTE (cont'd)

a full bath, former kitchen is now the MBR; other interior renovations, especially on the main floor

-original staircase, upstairs baseboard

* * * *

BOHI: -insulation was added in 1938



LAKE FRANCIS

Railway: CANADIAN NATIONAL

Subdivision: OAK POINT

Date Built: Not Available

Plan: Canadian Northern, 3rd class, 100-3

Present Location: NW corner of Hwy. #6 and PR 414

Present Owner/Occupant: Gordon Gregory

Present Function(s): Residence

General Condition of Building: Excellent

NOTES:

GENERAL: -called "Gregory Junction" by the owners

EXTERIOR: -caboose attached as family room

-office window replaced by front door

-new stucco siding on lower floor

-new back deck and front porch

INTERIOR: -freight shed has been renovated into a LR; the office to an entryway; the waiting room to a DR

-after the Gregorys renovated the station, there was a fire, and most of the upper floor had to be reconstructed. Because

LAKE FRANCIS (cont'd)

the Gregorys wanted it to look authentic, the contractor rebuilt it so that you can't really tell

FEATURES OF NOTE:

-LR has a raised loft-type study (see interior photo)

-freight shed doors maintained as part of decor in LR (see interior photo)

-landscaping includes switch, flag, push car, and other RR artifacts

LA BROQUERIE

Railway: CANADIAN NATIONAL

Subdivision: SPRAGUE

Date Built: 1905 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: nw32-1-13e, Vassar, Manitoba

Present Owner/Occupant: Mr. MacLeod

Present Function(s): to be renovated; rumours of bible camp

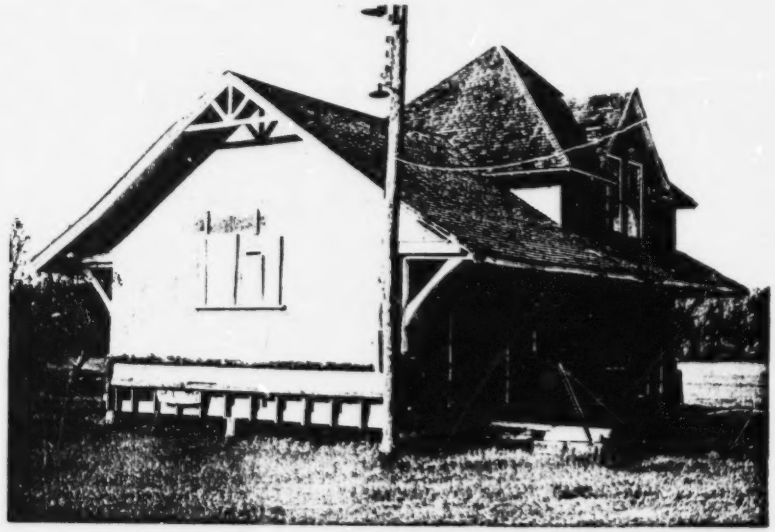
General Condition of Building: Poor

NOTES:

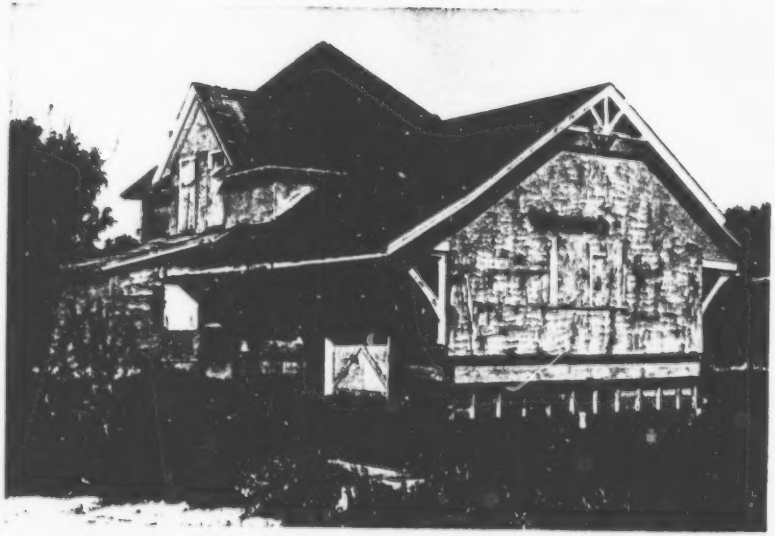
GENERAL: -Mr. MacLeod, who doesn't live in Vassar, is purported to have bought the La Broquerie station as well as the Woodridge station, in order to renovate them for a bible camp he will open in Vassar, Manitoba

EXTERIOR: -no changes apparent (yet)
-in poor condition

INTERIOR: -details unknown as building locked
-to be renovated



LA BROQUERIE (cont'd)



PINEY

Railway: CANADIAN NATIONAL

Subdivision: RIDGEVILLE

Date Built: 1903 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: sw31-1-12e, in Piney, Manitoba, original location

Present Owner/Occupant: Carl Olafson

Present Function(s): Storage. Was residence to about 1970

General Condition of Building: Fair to Poor

NOTES:

GENERAL: -tracks and platform have been removed

EXTERIOR: -unchanged

INTERIOR: -details unavailable

-according to Mr. Olafson, the station is basically unchanged; an oil stove was added

* * * *

BOHI: -insulation was added in 1935

ROBLIN

Railway: CANADIAN NATIONAL

Subdivision: TOGO

Date Built: 1906, Addition 1912 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): VIA station. Filing for closure.

General Condition of Building: Fair to Good

NOTES:

EXTERIOR: -relatively new asphalt shingles
-appears unchanged

INTERIOR: -appears to have been substantially renovated
-details unavailable as station closed at time of visit

* * * *

BOHI: -stucco was added in 1929
-electricity was installed at an unknown date

SOMERSET

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: Not Available

Plan: Canadian Northern, 3rd class, 100-3 (probable)

Present Location: nw15-6-8w

Present Owner/Occupant: the Ansons

Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

GENERAL: -moved to present location in the summer of 1982

EXTERIOR: -appears unchanged

INTERIOR: -was redecorated at one point by CPR. Linoleum floors and carpets probably to be removed soon.

ROSSBURN

Railway: CANADIAN NATIONAL

Subdivision: ROSSBURN

Date Built: 1907 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: Original site

Present Owner/Occupant: Monarch Building Supplies (land is leased from CNR)

Present Function(s): Storage

General Condition of Building: Fair to Poor

NOTES:

GENERAL: -rear addition to the station has been demolished

-according to the owner, the entire station will be demolished soon

EXTERIOR: -ground floor windows and doors all filled in except rear freight shed door

-otherwise unchanged, but deteriorated

INTERIOR: -some walls have been removed to facilitate storage

* * * *

BOHI: -plumbing installed in 1968

MARIAPOLIS

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1906 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3 (probable)

Present Location: se12-5-12w

Present Owner/Occupant: Randy Sierens

Present Function(s): Residence

General Condition of Building: Excellent

NOTES:

EXTERIOR: -large two storey addition

-new windows

-new siding

INTERIOR: -details unavailable

FEATURES OF NOTE:

-metal finial typical (but now lost) on most stations of this type, is clearly visible here

LAVENHAM

Railway: CANADIAN NATIONAL

Subdivision: PLEASANT POINT

Date Built: 1905 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: sw35-9-10w

Present Owner/Occupant: Abe Suderman

Present Function(s): Residence

General Condition of Building: Fair to Poor

NOTES:

GENERAL: -the building was obviously cut in half to be moved, and was never exactly put back together again. In some places, the gap between one half and the other is as large as three inches

EXTERIOR: -original shingles need repair

-appears unchanged

INTERIOR: -details unavailable as owners not home at time of visit

FEATURES OF NOTE:

-simple bargeboard

* * * *

BOHI: -stucco and insulation in 1937

ST. LAURENT

Railway: CANADIAN NATIONAL

Subdivision: OAK POINT

Date Built: Not Available

Plan: Canadian Northern, 3rd class, 100-3

Present Location: se15-21-5w, near Eriksdale, Manitoba

Present Owner/Occupant: C. Osterbeck

Present Function(s): Residence

General Condition of Building: Good

NOTES:

EXTERIOR: -appears basically unchanged

INTERIOR: -details unavailable

MARGARET

Railway: CANADIAN NATIONAL

Subdivision: HARTNEY

Date Built: Not Available

Plan: Canadian Northern, 3rd class, 100-3

Present Location: nw28-5-18w

Present Owner/Occupant: Wellwood Holding Company Limited

Present Function(s): None. Presently being torn down.

General Condition of Building: Very Poor

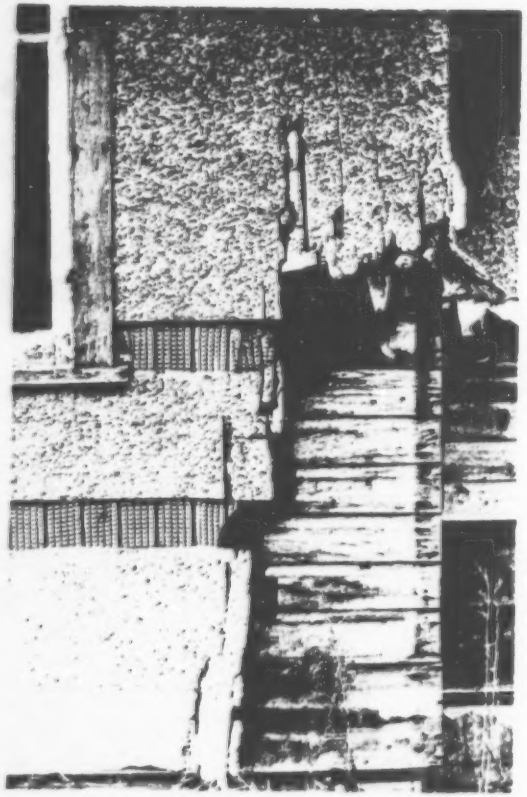
NOTES:

GENERAL: -photos show construction detail, including:
-wood chip insulation
-stucco applied over previous sidings (cove and shingle)

* * * *

BOHI: -stucco added in 1928

MARGARET (cont'd)



RIDGEVILLE

Railway: CANADIAN NATIONAL

Subdivision: RIDGEVILLE

Date Built: 1906 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: Freight shed and kitchen add'n: sw11-2-4e. Rest: torn down

Present Owner/Occupant: Mrs. Roy (Edna) Rettaler

Present Function(s): Freight shed: Garage
Kitchen Add'n: Storage

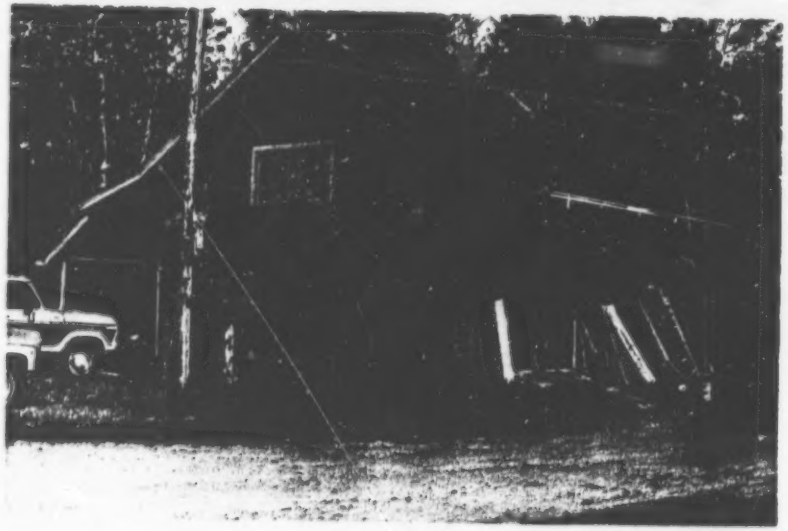
General Condition of Building: Very Poor

NOTES:

GENERAL: -the lumber from the portion of the station that was torn down has been used to build almost every outbuilding on the Rettaler property

* * * *

BOHI: -insulation added in 1940



SPERLING

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1901, Addition 1929 (Bohi)

Plan: Canadian Northern, 3rd class, 100-3

Present Location: se6-7-5w (unconfirmed)

Present Owner/Occupant: CNR

Present Function(s): Section shelter

General Condition of Building: fair

NOTES:

ELGIN

Railway: CANADIAN NATIONAL

Subdivision: HARTNEY

Date Built: 1904 (Bohi)

Plan: Canadian Northern, 3rd class, 100-20

Present Location: Freight Shed + :

ne32-5-21w. Rest: Unknown

Present Owner/Occupant: Robert J. Draper

Present Function(s): Storage

General Condition of Building: Poor

NOTES:

GENERAL: -photos include section and section detail

* * * *

BOHI: -insulated in 1940

KENVILLE

Railway: CANADIAN NATIONAL

Subdivision: PREECEVILLE

Date Built: 1908 (Bohi)

Plan: Canadian Northern, 3rd class, 100-29

Present Location: original location

Present Owner/Occupant: CNR

Present Function(s): Storage

General Condition of Building: Unknown

NOTES:

GENERAL: -fate unknown; may still be standing on original site and owned by CNR

* * * *

BOHI: -stucco and insulation added in 1941

McCONNELL

Railway: CANADIAN NATIONAL

Subdivision: RAPID CITY

Date Built: 1909 (Bohi)

Plan: Canadian Northern, 3rd class, 100-29

Present Location: Original site, beside the grain elevator, McConnell, Manitoba

Present Owner/Occupant: Department of Natural Resources

Present Function(s): may be used in a development at Victoria Beach

General Condition of Building: Very Poor

NOTES:

GENERAL: -tracks have been removed

-McConnell now seems to be a genuine ghost town

-stations is literally falling down

EXTERIOR: -exterior walls falling off of the studs

-freight shed doors are missing

-windows are all broken

INTERIOR: -interior is as deteriorated as the exterior

* * * *

BOHI: -stucco and insulation added in 1935

BENITO

Railway: CANADIAN NATIONAL

Subdivision: PREECEVILLE

Date Built: 1909 (Bohi)

Plan: Canadian Northern, 3rd class, 100-29

Present Location: Original Location

Present Owner/Occupant: V. Baisi

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

GENERAL: -fate unknown

McCREARY

Railway: CANADIAN NATIONAL

Subdivision: GLADSTONE

Date Built: 1912 (Bohi)

Plan: Canadian Northern, 3rd class, 100-29 (probable)

Present Location: Original Site

Present Owner/Occupant: CNR

Present Function(s): VIA station and other RR uses. Filing for removal of bldg.

General Condition of Building: Fair to Good

NOTES:

INTERIOR: - has been renovated at least moderately

* * * *

BOHI: -stucco was added in 1936
-insulation was added in 1936
-plumbing was installed in 1966

SWAN LAKE

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1913 (Bohi)

Plan: Canadian Northern, 3rd class, 100-29 (probable)

Present Location: SE corner of Valley St. and Lionel Ave., La Riviere, Manitoba

Present Owner/Occupant: Mr. Robertson

Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

EXTERIOR: -screened verandah has been built by enclosing the bracketed overhang at the front (track-side)

-car port added at rear

INTERIOR: -details unavailable

FEATURES OF NOTE:

-simple bargeboard

LUNDAR

Railway: CANADIAN NATIONAL

Subdivision: OAK POINT

Date Built: Not Available

Plan: Canadian Northern, 3rd class, 100-29

Present Location: East of the corner of Main and Railway, Lundar, Manitoba

Present Owner/Occupant: R.M. of Coldwell

Present Function(s): Museum

General Condition of Building: Good

NOTES:

GENERAL: -the station has been turned around to face the town instead of the tracks

EXTERIOR: -basically unchanged

INTERIOR: -the wall between the former waiting room and the living quarters has been removed

-remainder is unchanged

FISHER BRANCH

Railway: CANADIAN NATIONAL

Subdivision: INWOOD

Date Built: 1915 (Bohi)

Plan: Canadian Northern, 3rd class, 100-72

Present Location: Corner of Railway and Main, Fisher Branch, Manitoba

Present Owner/Occupant:

Present Function(s): Senior Citizens' Club

General Condition of Building: Good

NOTES:

INTERIOR: -details unavailable as building closed at time of visit

FEATURES OF NOTE:

-main, gable roof slightly bellcast

* * * *

BOHI: -insulation was added in 1938

ELIE

Railway: CANADIAN NATIONAL

Subdivision: RIVERS

Date Built: 1919 (Bohi)

Plan: Canadian Northern, 3rd class, 100-72

Present Location: rue Payment, at the tracks, Elie, Manitoba

Present Owner/Occupant: Stan Wallack

Present Function(s): Residence

General Condition of Building: Good

NOTES:

GENERAL: -the Wallacks had lived in the station for four years when they bought it, ca. 1968

-in September of 1978, they moved it about 10 metres onto their own property, because CNR wanted it moved or torn down

EXTERIOR: -a picture window has replaced one or two old windows on the town-side of the station

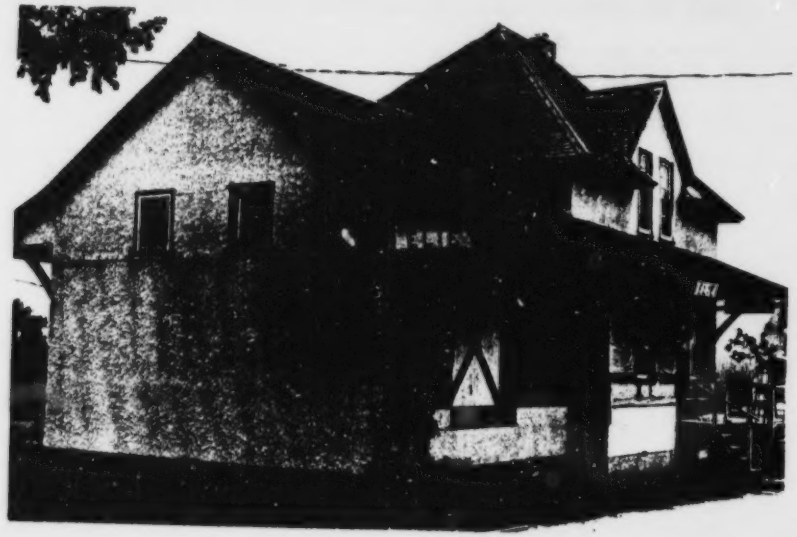
-original shingles

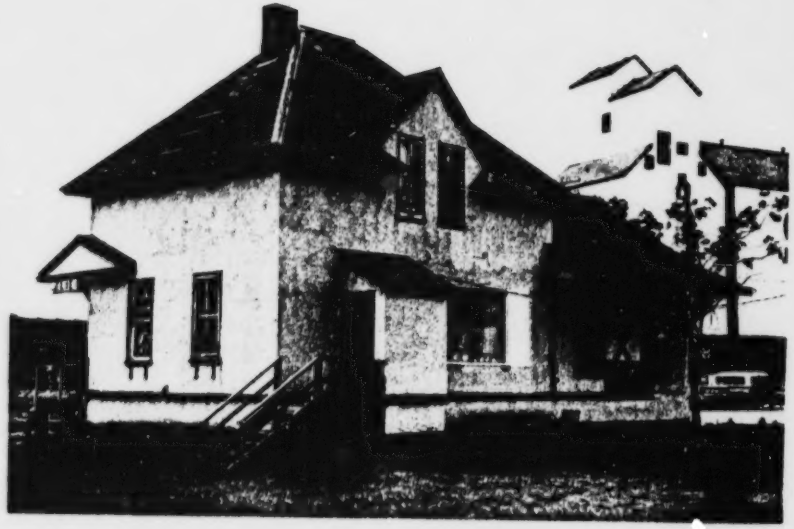
-new front porch

INTERIOR: -mostly unchanged

* * * *

BOHI: -stucco added in 1936





SANDY LAKE

Railway: CANADIAN NATIONAL

Subdivision: ROSSBURN

Date Built: 1921, Remodelled 1967 (Bohi)

Plan: Canadian Northern, 3rd class, 100-72

Present Location: sw16-18-20w, near Sandy Lake, Manitoba

Present Owner/Occupant: Edward and Ella Misanchuk, 160 Madison Cres., Brandon

Present Function(s): Campground office and manager's residence (summer)

General Condition of Building: Good

NOTES:

GENERAL: -the station was purchased by the present owners in 1974, and moved to its present location in 1975

EXTERIOR: -minimal changes

-new paint

-new side and front decks

INTERIOR: -basically unchanged (note that CN remodelled the station in 1967)

FEATURES OF NOTE:

-overhang closed at ends

* * * *

BOHI: -insulation added in 1940

ERICKSON

Railway: CANADIAN NATIONAL

Subdivision: ROSSBURN

Date Built: 1923 (Bohi)

Plan: Canadian Northern, 3rd class, 100-72

Present Location: sw29-18-18w (unconfirmed)

Present Owner/Occupant: Henry Newton
(unconfirmed)

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

* * * *

BOHI: -insulation added in 1945

DURBAN

Railway: CANADIAN NATIONAL

Subdivision: PREECEVILLE

Date Built: 1919 (Bohi)

Plan: Canadian Northern, 3rd class, 100-75

Present Location: Saskatchewan

Present Owner/Occupant: Unknown

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

GENERAL: -fate unknown; may still be standing on original site and owned by CNR

* * * *

BOHI: -stuccoed in 1941

NOVRA

Railway: CANADIAN NATIONAL

Subdivision: ERWOOD

Date Built: 1901 (Bohi)

Plan: Canadian Northern, Bohi's Type B, 100-99

Present Location: Unknown

Present Owner/Occupant: CNR

Present Function(s): Section shelter

General Condition of Building: Unknown

NOTES:

* * * *

BOHI: -removed in 1971

BOWSMAN

Railway: CANADIAN NATIONAL

Subdivision: ERWOOD

Date Built: 1900, Addition 1909 (Bohi)
Addition 1925 (")

Plan: Canadian Northern, Bohi's Type B, 100-99

Present Location: Swan River

Present Owner/Occupant: Swan Valley Museum Incorporated

Present Function(s): Storage

General Condition of Building: Good

NOTES:

GENERAL:

* * * *

BOHI: -stucco and electricity added at unknown dates

RORKETON

Railway: CANADIAN NATIONAL

Subdivision: STE. ROSE

Date Built: 1926

Plan: Canadian National, 3rd class, 100-197

Present Location: nw19-28-15w, near Rorketon

Present Owner/Occupant: Steve Sraybash

Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

GENERAL: -though they have different plan numbers, the Rorketon and Ste. Rose stations are nearly identical. Rorketon lacks a large addition at the back

EXTERIOR: -needs paint

-appears unchanged

INTERIOR: -very well maintained

-the wall between the living quarters and the office has been knocked down, as has the one between the office and the waiting room

-kitchen has been modernized

-original staircase

CRANBERRY PORTAGE

Railway: CANADIAN NATIONAL

Subdivision: FLIN FLON

Date Built: 1929 (Bohi)

Plan: Canadian National, 3rd class, 100-251

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): station and other RR purposes

General Condition of Building: Fair to good (CN survey)

NOTES:

* * * *

BOHI: -stuccoed in 1929

(Photographs courtesy Joyce Evans)

WABOWDEN

Railway: CANADIAN NATIONAL

Subdivision: WEKUSKO

Date Built: 1930 (Bohi)

Plan: Canadian National, 3rd class, 100-251

Present Location: Original Site

Present Owner/Occupant: CNR

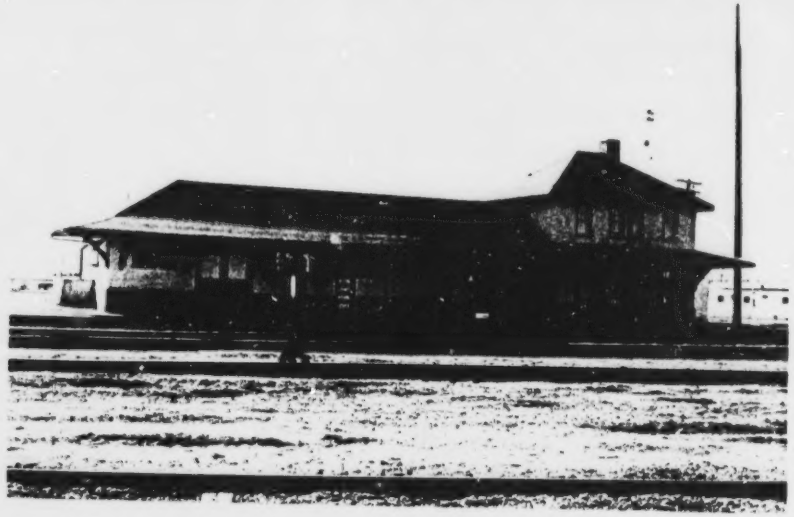
Present Function(s): RR station and offices

General Condition of Building: Fair to Good (CN survey)

NOTES:

* * * *

BOHI: -stuccoed in 1930
-electricity installed at an unknown date



STE. ROSE DU LAC

Railway: CANADIAN NATIONAL

Subdivision: STE. ROSE

Date Built: 1930 (Bohi)

Plan: Canadian National, 3rd class, 100-253

Present Location: Original Site

Present Owner/Occupant: CNR

Building appears to be unoccupied

Present Function(s): None

General Condition of Building: Fair

NOTES:

GENERAL: -line has been abandoned

-though it has a different plan number, this station is almost identical to the one in Rorketon, though Ste. Rose has a large addition in the back

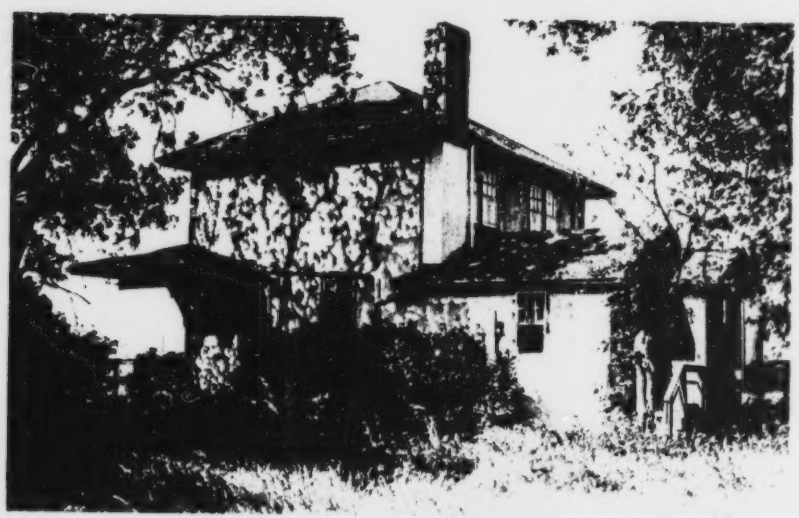
EXTERIOR: -appears unchanged

INTERIOR: -details unavailable as station closed

* * * *

BOHI: -stucco added in 1932

STE. ROSE DU LAC (cont'd)



MIAMI

Railway: CANADIAN NATIONAL

Subdivision: MIAMI

Date Built: 1889 (Bohi)

Plan: Northern Pacific, Special, 100-16

Present Location: Original Site

Present Owner/Occupant: Midwestern Railway Association

Present Function(s): Museum

General Condition of Building: Very Good

NOTES:

GENERAL: -this station is one of three such stations built in Manitoba. Of the other two (one at Altamont and one at Wawanesa),one is torn down, and the other could not be found

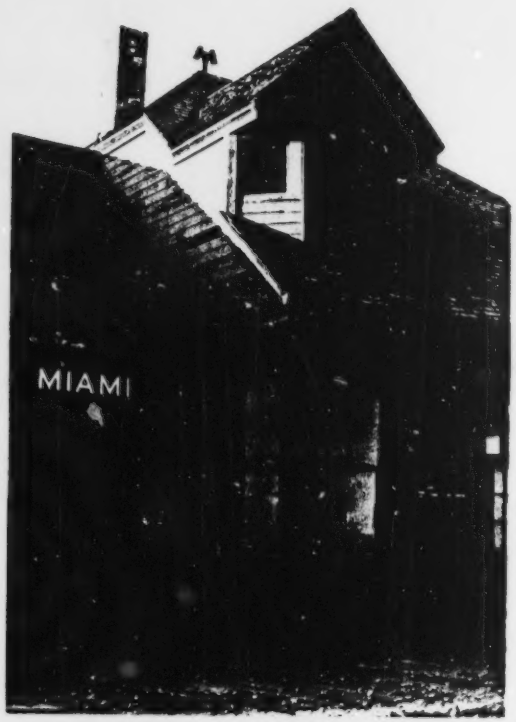
-already preserved for its uniqueness

EXTERIOR: -well maintained

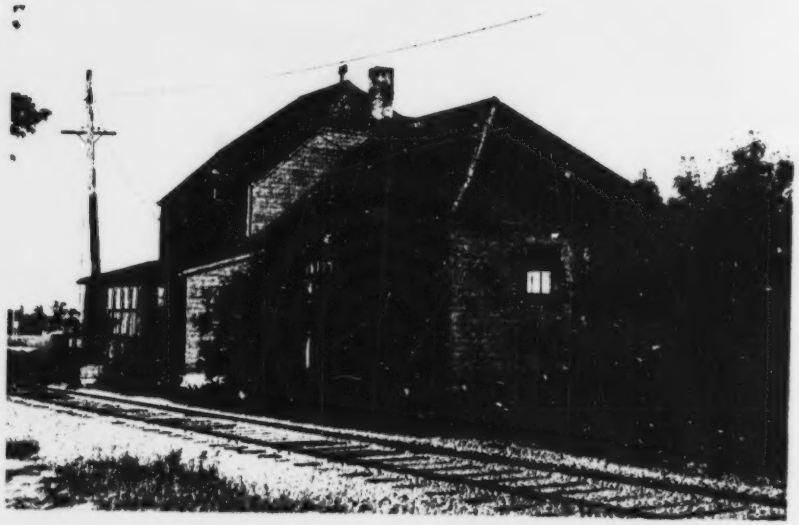
INTERIOR: -details unavailable as museum was closed for the day at time of visit

FEATURES OF NOTE:

-non-rectangular bay window extends up to second floor



MIAMI (cont'd)



MIAMI (cont'd)

ANOLA

Railway: CANADIAN NATIONAL

Subdivision: REDDITT

Date Built: Not Available*

Plan: National Transcontinental, 100-181

Present Location: ne31-10-7e

Present Owner/Occupant: Fogolar Association

Present Function(s): Summer Campground Pavillion

General Condition of Building: Very Good

NOTES:

GENERAL: *-probably ca. 1910

-this station was the only National Transcontinental design found. All others were torn down (Two only assumed torn down as they were inaccessible by road. RR workers said there was nothing there now)

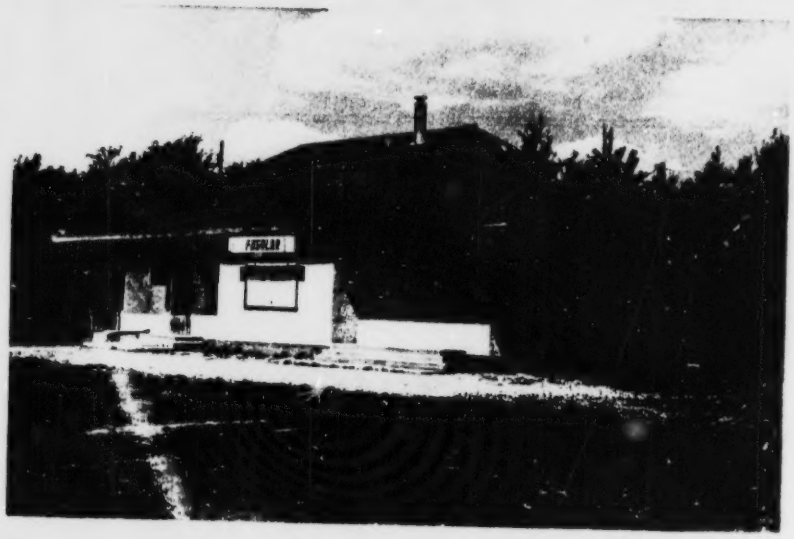
EXTERIOR: -new stucco

-windows and doors either filled in or replaced

INTERIOR: -details unavailable as building closed during the week

FEATURES OF NOTE:

-simple decoration on brackets



TRANSCONA

Railway: CANADIAN NATIONAL

Subdivision: REDDITT

Date Built: ca. 1910

Plan: National Transcontinental, (similar to 100-179)

Present Location: CNR Transcona Yard, Bond & Pandora, Transcona

Present Owner/Occupant: CNR

Present Function(s): Yard Office

General Condition of Building: Good

NOTES:

GENERAL:
- -this appears to be a unique design
- -the original location of the station was less than a mile to the SE of its present location: "just east of the malt plant," off the Dugald Road

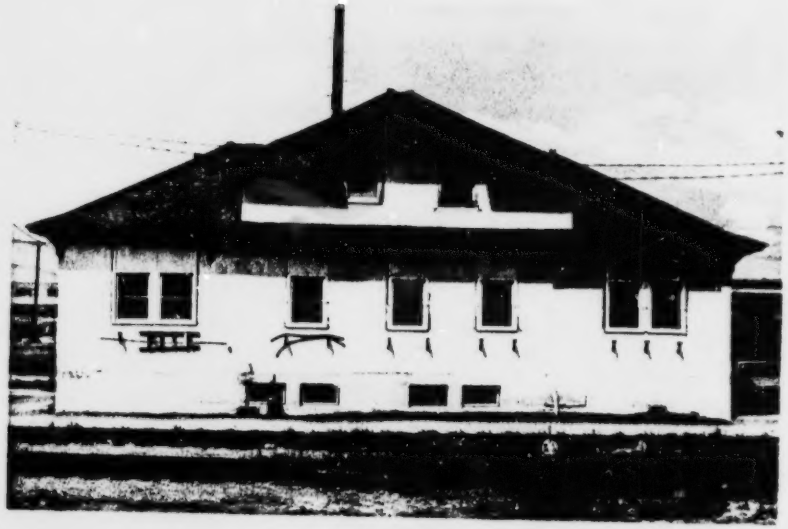
EXTERIOR:
- -the bay window of the station was removed after the station was moved
- -new wind shelters around the two front doors
- -new windows
- -needs paint

TRANSCONA (cont'd)

INTERIOR: -there have been extensive renovations to the interior

FEATURES OF NOTE:

-small metal decorative finials on roof points



VICTORIA BEACH

Railway: CANADIAN NATIONAL

Subdivision: VICTORIA BEACH

Date Built: 1916

Plan: Canadian Northern, Special, 100-89

Present Location: NW corner of Pine and Ateah Rds., Victoria Beach, Manitoba

Present Owner/Occupant: Helen Trainor

Present Function(s): Residence. Being rented.

General Condition of Building: Fair

NOTES:

GENERAL: -this is a special station plan designed for the stops at Victoria Beach and Grand Beach only (Grand Beach also had two additions, but Victoria Beach did not). Grand Beach was demolished

-according to Monty Vialoux, owner of the Birchwood Hotel at Traverse Bay, someone is building a golf course across the highway from the hotel, and they have bought the station to use as a clubhouse. "Authentic" site with rails and all is planned (unconfirmed)

EXTERIOR: -the overhang has been cut off, and the brackets now support

VICTORIA BEACH (cont'd)

-either loose boards or nothing

-many windows appear new, including patio door at one end

INTERIOR: -details unavailable

FEATURES OF NOTE:

-double exterior door into the waiting room

-very small brackets in top points of dormers

STE. ANNE

Railway: CANADIAN NATIONAL

Subdivision: SPRAGUE

Date Built: 1920 (Bohi)

Plan: Canadian National, Special, 100-133

Present Location: River Lot 230, St. Adolphe, Manitoba

Present Owner/Occupant: Dr. John Krahn

Present Function(s): Being renovated to a residence

General Condition of Building: Improving

NOTES:

GENERAL: -the owners expect to have the renovations complete by the summer of 1984

* * * *

BOHI: -stuccoed at an unknown date

4th Class Stations

BALDUR

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1890 Addition 1918 (Bohi)
1893 (according to museum)

Plan: Northern Pacific, special 100-26

Present Location: Manitoba Agricultural Museum, Austin, Manitoba

Present Owner/Occupant: Manitoba Agricultural Museum, P.O. Box 10, Austin

Present Function(s): Museum

General Condition of Building: Good

NOTES:

GENERAL: -though called a "special" station design, the NP special station, 100-26 is comparable to other stations which are designated "4th class"

EXTERIOR: -new paint

-appears to be no substantial alteration

INTERIOR: -appears to be no substantial alteration

FEATURES OF NOTE:

-Museum contains: ticket book of Dominion City station, from May of 1951-December of 1955; various railway notices; office desk and telegraph equipment;

BALDUR (cont'd)

flag equipment and mechanism; various CNR lanterns; various record books; woodwork; (stove in photograph is not a station stove)

HARTNEY

Railway: CANADIAN NATIONAL

Subdivision: HARTNEY

Date Built: 1890 (Bohi)

Plan: Northern Pacific, Special, 100-26

Present Location: Southernmost end of Souris Ave., Hartney, Manitoba

Present Owner/Occupant: Town of Hartney

Present Function(s): Public Works storage building

General Condition of Building: Good

NOTES:

GENERAL: -though a "special" station design, NP special, 100-26 is comparable with other stations designated "4th class"

-compare with Baldur, which has had an addition, probably to the office

EXTERIOR: -appears to be little changed

INTERIOR: -wood flooring

-other details unavailable as building closed at time of visit

BEAVER

Railway: CANADIAN NATIONAL

Subdivision: GLADSTONE

Date Built: 1900 (Bohi)

Plan: Northern Pacific, Special, 100-26

Present Location: beside United Graingrowers' elevator in Beaver, Manitoba

Present Owner/Occupant: United Graingrowers

Present Function(s): Storage

General Condition of Building: Fair

NOTES:

GENERAL: -though classified as a "special" station, NP 100-26 stations are comparable to other CNR 4th class stations

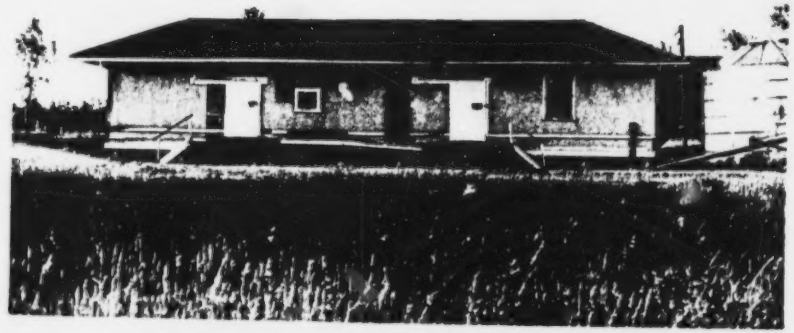
-this is not the original location of the station

EXTERIOR: -original shingles and stucco

-some windows filled in

-large freight doors at rear may be recent additions

INTERIOR: -details unavailable



VASSAR

Railway: CANADIAN NATIONAL

Subdivision: SPRAGUE

Date Built: 1907, Addition 1928 (Bohi)

Plan: Canadian Northern, 4th class, 100-31

Present Location: Vassar, Manitoba

Present Owner/Occupant: Town of Vassar

Present Function(s): Community Club

General Condition of Building: Fair

NOTES:

GENERAL: -the town bought the station in 1970

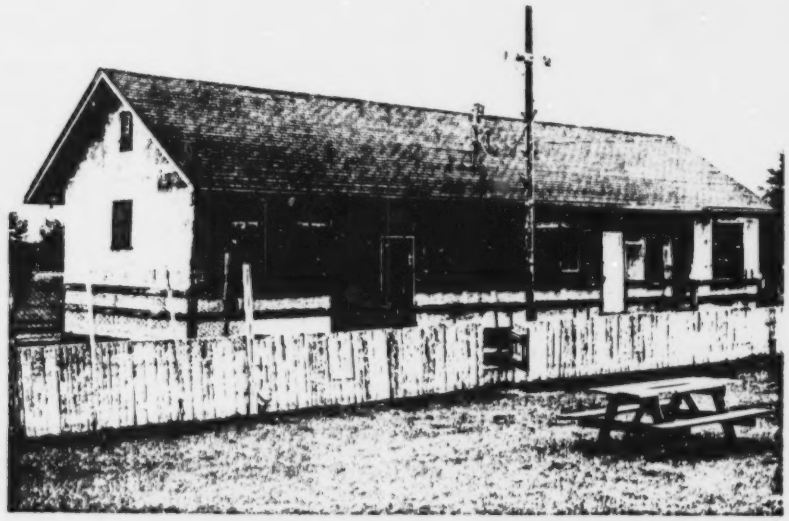
EXTERIOR: -many doors and windows have been relocated, removed, or replaced (the windows in front are now smaller, and all in a row, in the common fashion of community clubs facing a hockey rink

INTERIOR: -office and waiting room partition walls and doors have been shuffled about to form two storage areas and a short hallway

-wood floor

FEATURES OF NOTE:

-the freight and baggage shed used

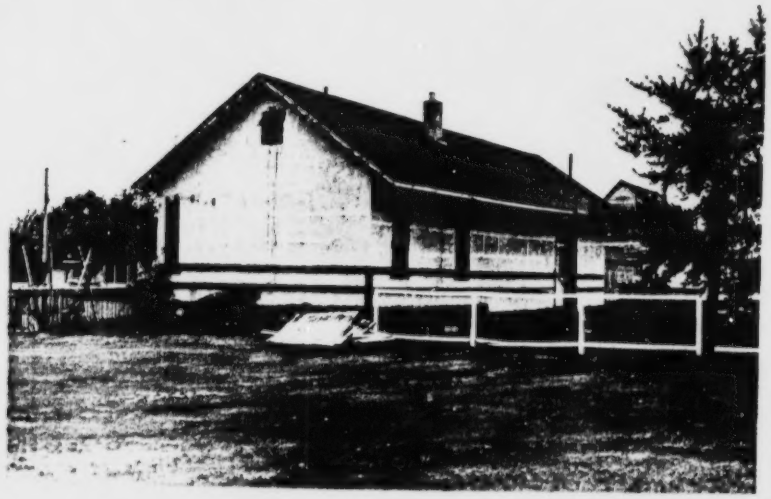


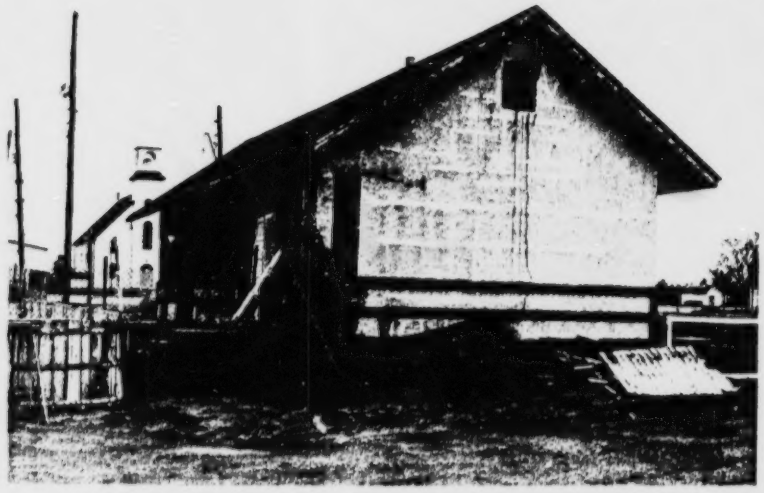
VASSAR (cont'd)

to contain an approximately 10' x 10' heated storage area, the walls of which have now been removed. A different floor still marks its former location

* * * *

BOHI: -stucco added in 1937





GRAYSVILLE

Railway: CANADIAN NATIONAL

Subdivision: CARMAN

Date Built: 1920 (Bohi)

Plan: Canadian Northern, 4th class, 100-68

Present Location: ne31-6-5w, near Graysville

Present Owner/Occupant: Mr. Cornelius Dueck

Present Function(s): Residence

General Condition of Building: Good

NOTES:

GENERAL: -no photographs; see Ashern, Moosehorn, and others for design comparison

EXTERIOR: -screened verandah has been added, masking much of the building's station-like appearance. Close growth of trees hides the rest

INTERIOR: -details unavailable

MARCHAND

Railway: CANADIAN NATIONAL

Subdivision: SPRAGUE

Date Built: 1920 (Bohi)

Plan: Canadian Northern, 4th class, 100-68

Present Location: probably sw7-3-12e, in Badger, Manitoba

Present Owner/Occupant: Crown Land

Present Function(s): Being renovated to a summer residence

General Condition of Building: Improving

NOTES:

GENERAL: -Badger is in Sandilands Provincial Forest, and is obviously being revived as a summer resort town

-judging by appearances, it seems that renovations will probably be complete by the summer of 1984

* * * *

BOHI: -stucco added in 1940

MARCHAND (cont'd)

STEEP ROCK

Railway: CANADIAN NATIONAL

Subdivision: STEEP ROCK

Date Built: 1916, Addition 1936 (Bohi)

Plan: Canadian Northern, 4th class, 100-68

Present Location: Original site

Present Owner/Occupant: CNR

Present Function(s): Slightly renovated to bunkhouse

General Condition of Building: Good

NOTES:

GENERAL: -this spur was built especially to serve the quarries that give the town its name

EXTERIOR: -freight shed door has been replaced by a window

-many new windows

-relatively new asphalt shingles

INTERIOR: -the freight shed appears to have been renovated into living space

-details unavailable

FEATURES OF NOTE:

-this station has no large rear addition and no side shed addition

NOTRE DAME

Railway: CANADIAN NATIONAL

Subdivision: NOTRE DAME

Date Built: 1921, Addition 1946 (Bohi)

Plan: Canadian Northern, 4th class, 100-68

Present Location: ne7-6-7w

Present Owner/Occupant: Birch Ski Area;
Keith Brothers

Present Function(s): Ski Lodge

General Condition of Building: Good

NOTES:

EXTERIOR: -freight shed doors have been replaced by windows

-new front deck/platform

-otherwise basically unchanged

INTERIOR: -the former freight shed is now a ski rental and repair shop; former office is now the ski shop office; former waiting room is used for storage

-other details unavailable as the building was closed for the season at time of visit

ASHERN

Railway: CANADIAN NATIONAL

Subdivision: OAK POINT

Date Built: Not Available

Plan: Canadian Northern, 4th class, 100-68

Present Location: SE corner of 1st St. S and Hwy. #6

Present Owner/Occupant: Ashern Pioneer Museum

Present Function(s): Museum

General Condition of Building: Good

NOTES:

EXTERIOR: -appears largely unaltered

-new attic ventilators

INTERIOR: -there has been much interior renovation, but it is basic: carpets and display cases

-freight shed has been renovated into a senior citizen's drop-in centre

-office is still intact. Contains some original records

FEATURES OF NOTE:

-in the office is the original Canadian Northern Railway safe from Ashern

MOOSEHORN

Railway: CANADIAN NATIONAL

Subdivision: OAK POINT

Date Built: Not Available

Plan: Canadian Northern, 4th class, 100-68

Present Location: Moosehorn

Present Owner/Occupant: Moosehorn Museum Group

Present Function(s): None. May be turned into a museum

General Condition of Building: Poor

NOTES:

GENERAL: -owners have received grant assistance to continue upgrading the building. Their intent is to alter as little as possible

-when the building was moved from its original location, the insufficiently supported rear kitchen addition was quite damaged

-building has had poor maintenance

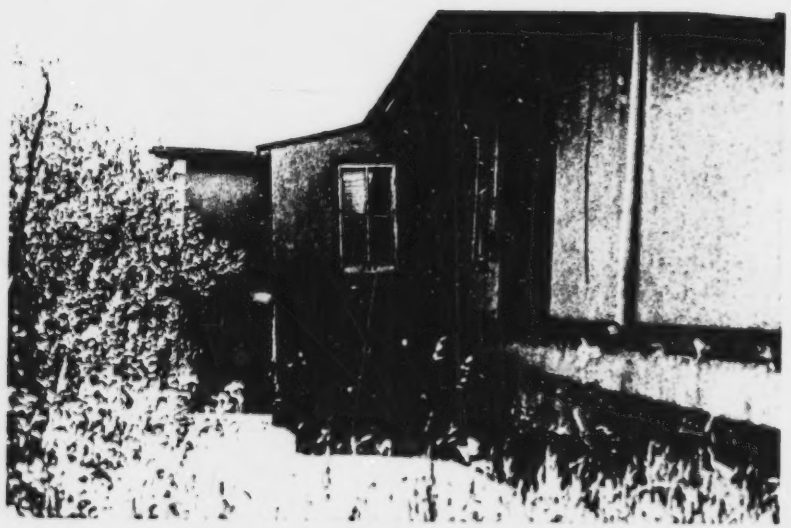
EXTERIOR: -relatively new asphalt shingles

-appears to be fundamentally unchanged

INTERIOR: -linoleum has been poorly laid over the wood floors in some rooms

MOOSEHORN (cont'd)

-basically unchanged



BETHANY

Railway: CANADIAN NATIONAL

Subdivision: ROSSBURN

Date Built: 1927 (Bohi)

Plan: Canadian National, 4th class, 100-220

Present Location: se^{5}-15-18w, near Minnedosa

Present Owner/Occupant: Mr. Frank Boyd

Present Function(s): Residence

General Condition of Building: Fair

NOTES:

GENERAL: -plan unique in Manitoba, but has been used elsewhere

EXTERIOR: -shed/porch has been attached to one end of the building

-appears to be unchanged

INTERIOR: -details unavailable as owner not in at time of visit

GIROUX

Railway: CANADIAN NATIONAL

Subdivision: SPRAGUE

Date Built: 1945 (Bohi)

Plan: Canadian National, 4A, 100-305

Present Location: nw35-9-7e, near Monominto, Manitoba

Present Owner/Occupant: P. Berrel (may be for sale)

Present Function(s): Residence

General Condition of Building: Excellent

NOTES:

GENERAL: -this was the second station building at Giroux. The first, built in 1923, burned down in 1945

EXTERIOR: -substantially changed

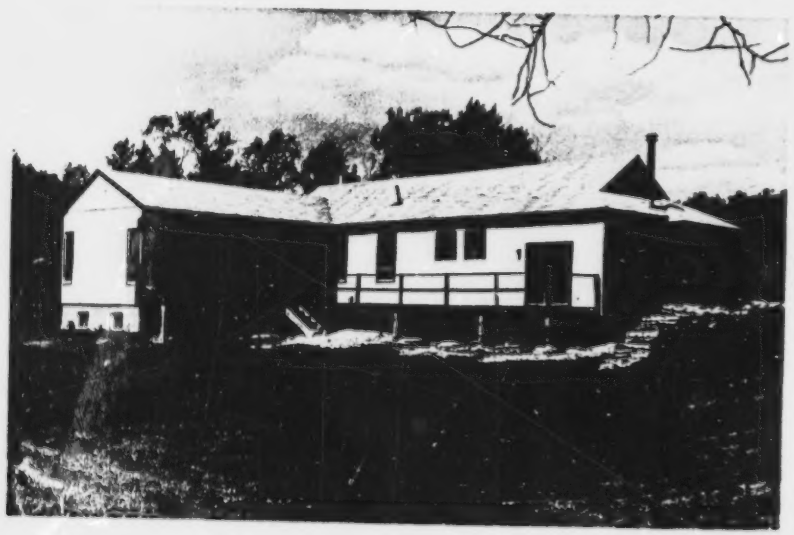
-has been re-roofed

-new siding (stucco)

-new windows

-rear addition may be new

INTERIOR: -details unavailable as owners not home at time of visit



UNO

Railway: CANADIAN NATIONAL

Subdivision: RIVERS

Date Built:

Plan:

Present Location: ne24-19-28w, Beulah, Manitoba

Present Owner/Occupant: Stan Fleury

Present Function(s): Part of a residence

General Condition of Building: Good, but masked

NOTES:

GENERAL:

- -the station building was moved to this location in 1968
- -the station was a very small, one-storey station, but not as small as an average portable station
- -the original station is only a part of the present structure, and is so heavily modified as to be almost unrecognizable

TOLSTOI

Railway: CANADIAN NATIONAL

Subdivision: RIDGEVILLE

Date Built: Not Available

Plan:

Present Location: Tolstoi, Manitoba; Main St. (Hwy #209)

Present Owner/Occupant: Mr. George Choboter

Present Function(s): Storage

General Condition of Building: Poor

NOTES:

GENERAL: -this station is an example of one of Canadian Northern's standard portable designs

-compare with Menisino and other portables, both CNR and CPR

OVERSTONEVILLE

Railway: CANADIAN NATIONAL

Subdivision: RIDGEVILLE

Date Built: Not Available

Plan:

Present Location: Overstoneville, Manitoba

Present Owner/Occupant: Nancy Bially, postmistress

Present Function(s): Storage

General Condition of Building: Fair

NOTES:

GENERAL: -this station is an example of one of the smallest Canadian Northern standard portable station designs

-compare with other CNR portables, and also with CPR portables

MENISINO

Railway: CANADIAN NATIONAL

Subdivision: RIDGEVILLE

Date Built: Not Available

Plan:

Present Location: nw30-1-12e, in Piney, Manitoba

Present Owner/Occupant: Carl Olafson

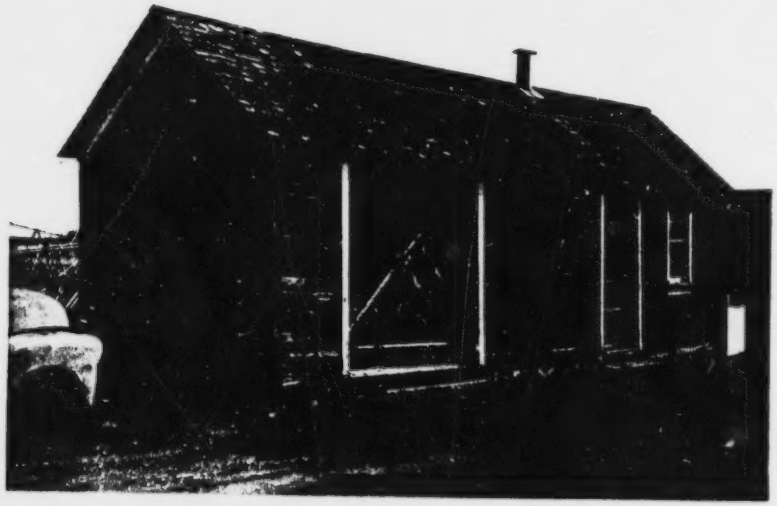
Present Function(s): Storage

General Condition of Building: Fair to Poor

NOTES:

GENERAL: -this station is one example of a Canadian Northern standard portable station design

-compare with Tolstoi and also with CPR portables



CANADIAN PACIFIC RAILWAY STATIONS

1st Class Stations

WINNIPEG

Railway: CANADIAN PACIFIC

Subdivision: WINNIPEG TERMINAL DIVISION

Date Built: 1904 (Martin)

Plan: Canadian Pacific, Special

Present Location: Original site, Higgins at Main, Winnipeg, Manitoba

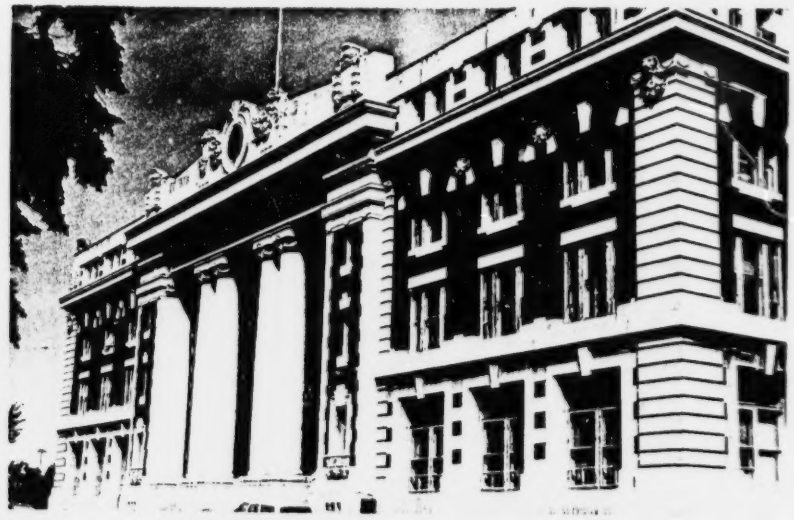
Present Owner/Occupant: CPR

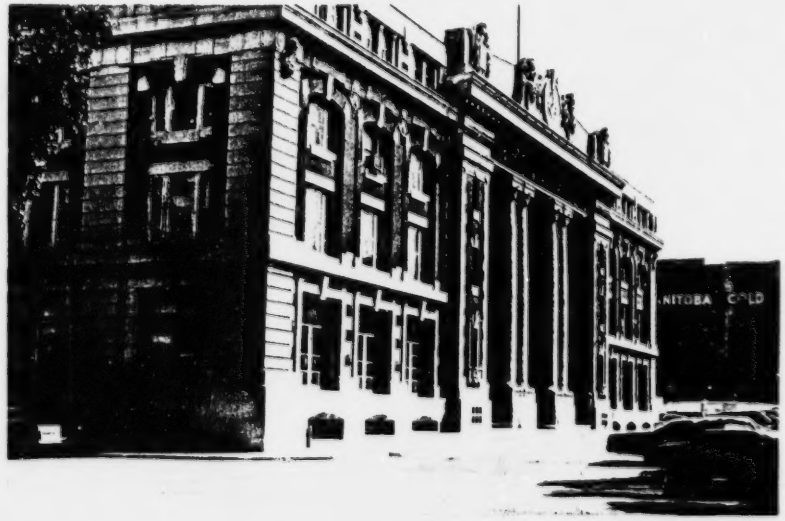
Present Function(s): RR offices

General Condition of Building: Good

NOTES:

GENERAL: -architects: W.S. and E. Maxwell (Martin)





BRANDON

Railway: CANADIAN PACIFIC
Subdivision: BROADVIEW
Date Built: 1911 (Martin)
Plan: Canadian Pacific, Special

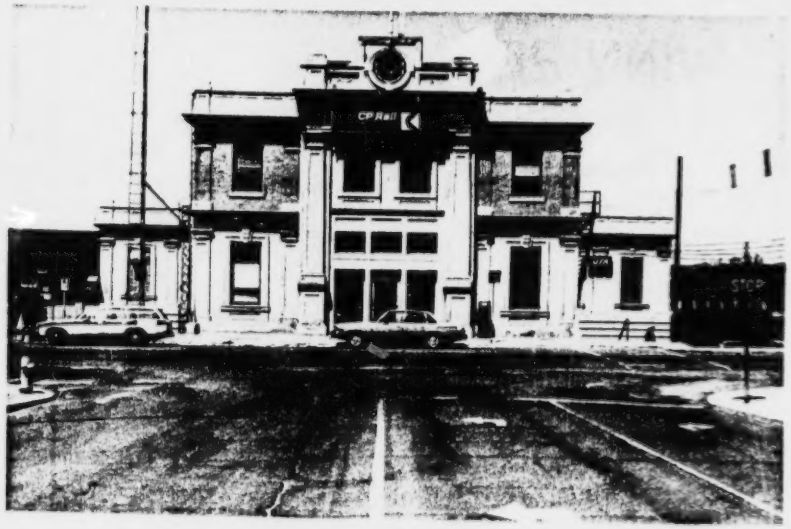
Present Location: Original site

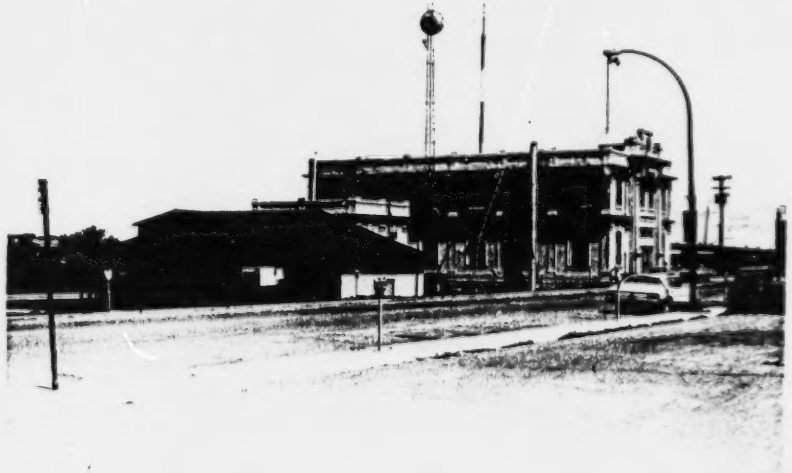
Present Owner/Occupant: CPR

Present Function(s): VIA station; other RR purposes
General Condition of Building: Very Good

NOTES:

EXTERIOR: -mostly unchanged
FEATURES OF NOTE:
-brick and stone construction
-see photos





BRANDON (cont'd)

SOURIS

Railway: CANADIAN PACIFIC

Subdivision: ESTEVAN

Date Built: 1912 (CP records)

Plan: Canadian Pacific, Special

Present Location: Original site. Across tracks from corner of Oak and Third.

Present Owner/Occupant: Lang and Johnson Auction Mart

Present Function(s): Auction Storage

General Condition of Building: Structure- Good
Mainten.- Poor

NOTES:

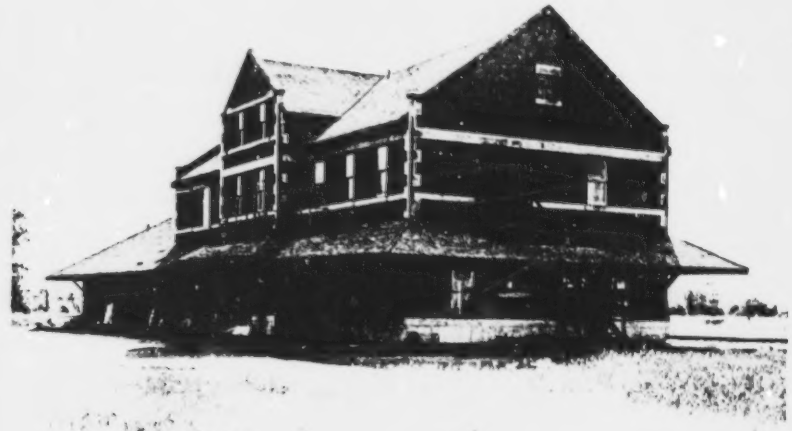
GENERAL: -special design reflects Souris' terminal status. According to an ex-CP agent in Carman, this status may now be in jeopardy. If this is so, the station building may be threatened as well

EXTERIOR: -most track-side windows are broken and/or boarded up

-the freight shed door on the end appears relatively new

INTERIOR: -according to CP records, the upper floor was renovated in 1953

-wall partitions in the main part of the station have been torn



SOURIS (cont'd)

down, though their former positions are still apparent

-original wood floor, baseboard, wainscotting, picture rails, some light fixtures, hardware

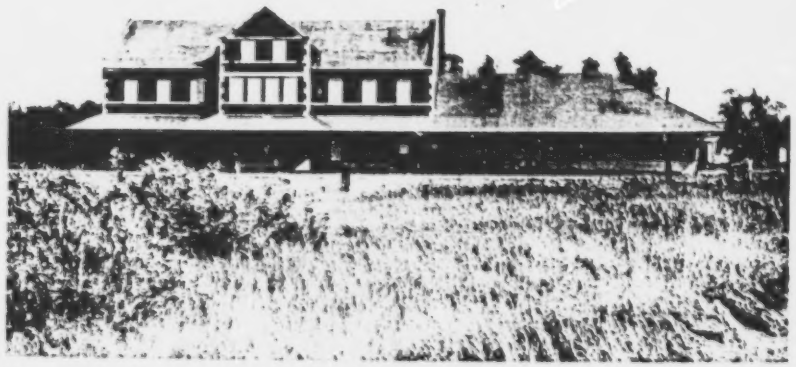
FEATURES OF NOTE:

-brick construction

-flat-arched window openings

-parapets on gable ends

-two interior wooden benches: built in a circular form around two main support columns. One remains



2nd Class Stations

PORTAGE LA PRAIRIE

Railway: CANADIAN PACIFIC

Subdivision: CARBERRY

Date Built: 1892 (CP records)

Plan: Canadian Pacific, Special

Present Location: Original site: Pacific at 3rd NE, P. la P., Manitoba

Present Owner/Occupant: CPR

Present Function(s): RR purposes

General Condition of Building: Good

NOTES:

EXTERIOR: -two town-side freight shed doors have been boarded up and replaced by small windows

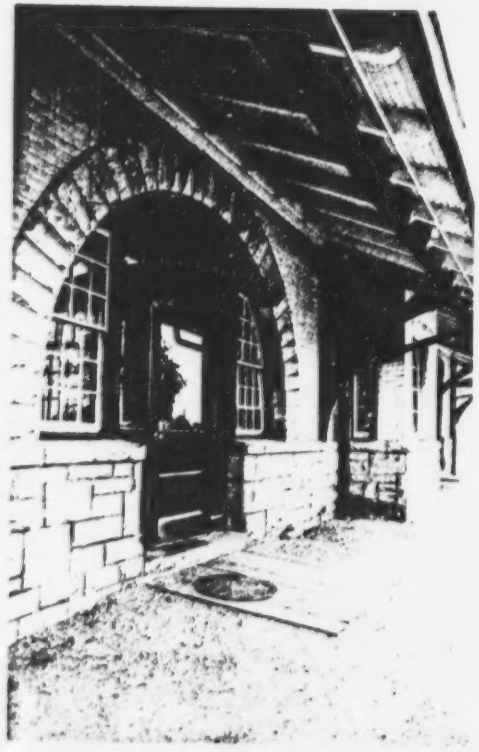
INTERIOR: -original benches, ticket window, radiators

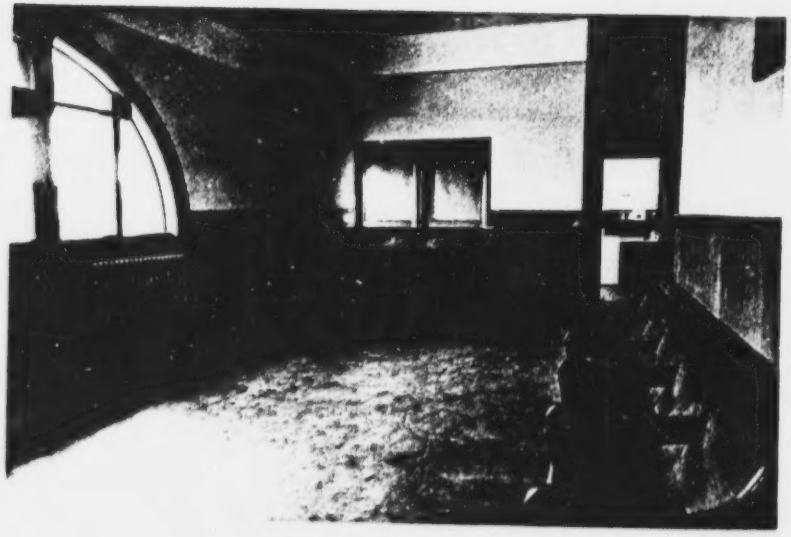
FEATURES OF NOTE:

-brick construction

-track and town-side brick entryway arches

PORTAGE LA PRAIRIE (cont'd)





KILLARNEY

Railway: CANADIAN PACIFIC

Subdivision: NAPINKA

Date Built: 1905 (CP records)

Plan: Canadian Pacific, Special

Present Location: se8-3-18w, near Ninga, Manitoba

Present Owner/Occupant: Norman Wall

Present Function(s): Granary; other storage

General Condition of Building: Very Poor

NOTES:

GENERAL: -Norman Walls' father, Bill, moved the station, and because of its size, found it necessary to cut it in half to move it. The upper floor was somewhat destroyed in the process. In putting it back together, a shed-dormer-type upper roof was improvised. It had formerly been either pyramidal or quite hipped

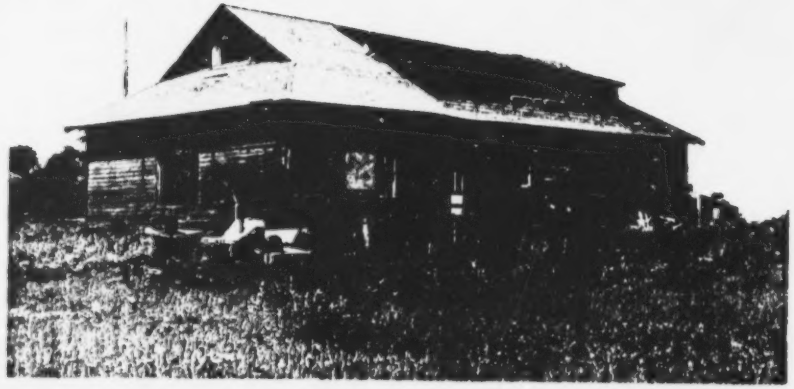
-contrary to information contained in a previous branch report on Manitoba's railways, the Walls never used the station as a residence

EXTERIOR: -windows and doors are mostly missing

KILLARNEY (cont'd)

-brackets are missing

INTERIOR: -the interior walls are all half torn down and the building is quite deteriorated



MINNEDOSA

Railway: CANADIAN PACIFIC

Subdivision: MINNEDOSA

Date Built: 1910 (CP records)

Plan: Canadian Pacific, Special, H-1-20-6

Present Location: Original site

Present Owner/Occupant: CPR

Present Function(s): RR purposes

General Condition of Building: Good

NOTES:

GENERAL: -this is the second CP station in Minnedosa. The first one (of a fairly large size) burned ca. 1914

EXTERIOR: -new paint this year (1983)

-basically unchanged

INTERIOR: -extensively renovated...several times

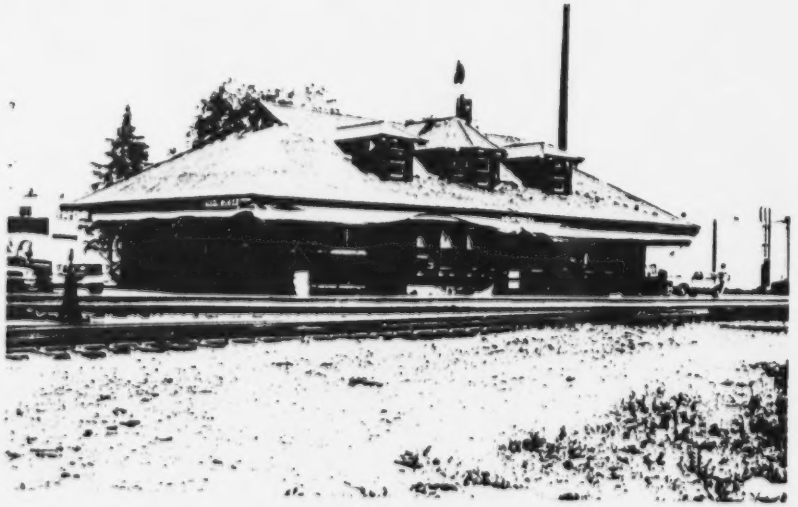
-original benches

FEATURES OF NOTE:

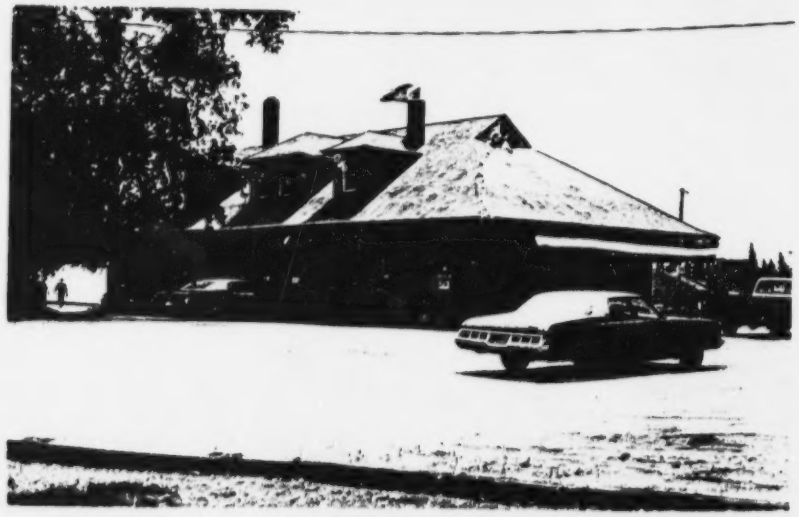
-unusual dormer: middle front

-brackets smaller than usual

-large old freight scale still in locker room (former freight shed)



MINNEDOSA (cont'd)



EMERSON

Railway: CANADIAN PACIFIC

Subdivision: EMERSON

Date Built: 1914 (CP records)

Plan: Canadian Pacific, Special

Present Location: Original site

Present Owner/Occupant: CPR

Present Function(s): RR purposes

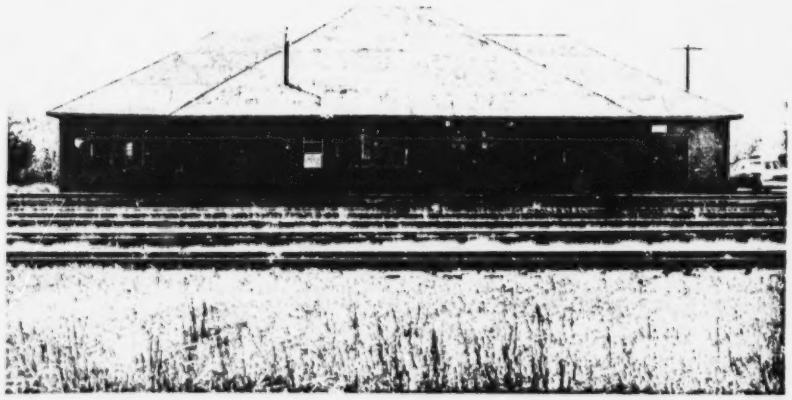
General Condition of Building: Fair to Poor

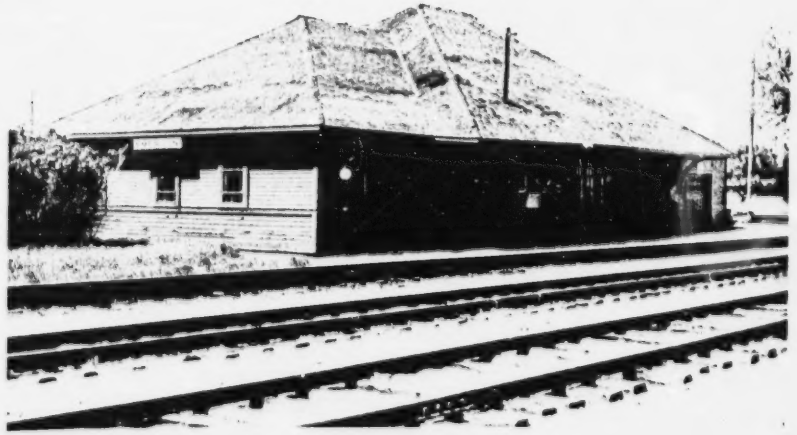
NOTES:

GENERAL: -this station was built with the additional purpose of being a Canada Customs point, therefore it has several additional areas which were devoted to customs duties

INTERIOR: -most of the building (including former customs area) is unused and in serious disrepair

-used portion has been modernized to allow for compact office and computer/communications areas





3rd Class Stations

POPLAR POINT

Railway: CANADIAN PACIFIC

Subdivision: CARBERRY

Date Built: 1882 (CP records)

Plan: Canadian Pacific, H-1-20-6, early standard

Present Location: sw9-13-4w, near Poplar Point, Manitoba

Present Owner/Occupant: Jack and Ivy Warburton

Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

GENERAL: -this building is an example of the earliest "standard" Canadian Pacific station design in Western Canada

EXTERIOR: -freight shed has been removed

-siding is new

-some windows are new

INTERIOR: -has now been extensively renovated, after being almost gutted by fire about 1980

-present wood floor is one of the originals. It was hardly damaged in the fire because over the years, six layers of flooring had been put down, and the fire did not reach it

POPLAR POINT (cont'd)

FEATURES OF NOTE:

-there were originally either fascia or bargeboards that were "fancy" (Mrs. Warburton was unclear) but they were apparently too delicate to clean, and so were covered

Mac GREGOR

Railway: CANADIAN PACIFIC

Subdivision: CARBERRY

Date Built: 1902 (CP records)

Plan: Canadian Pacific, F-2-20-2

Present Location: Goodlands Drive, Portage la Prairie, Manitoba

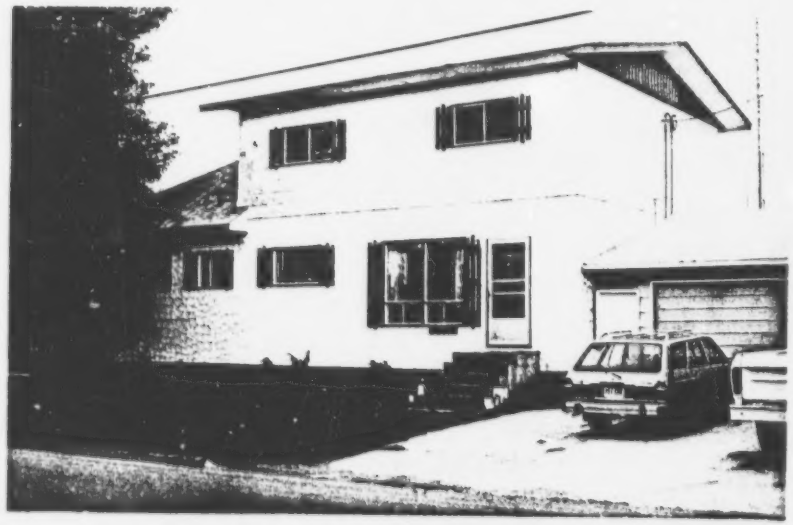
Present Owner/Occupant: Mr. Jim King

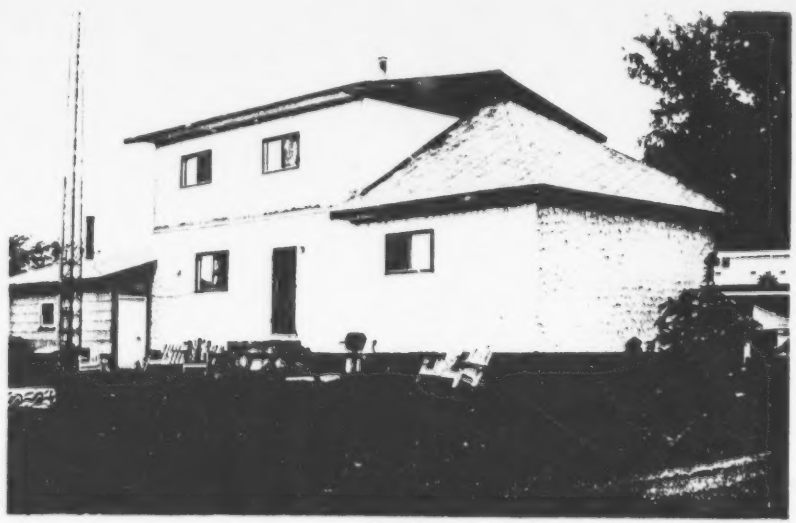
Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

GENERAL: -this building has had two other owners before Mr. King, and after CPR. The first, Mr. Harvey Jones of McGregor, stripped the original building down to the studs and rebuilt from there, thus the present building bears little resemblance to the original





PIERSON

Railway: CANADIAN PACIFIC

Subdivision: ESTEVAN

Date Built: 1898 (CP records)

Plan: Canadian Pacific, A-34

Present Location: Gainsborough, Saskatchewan
(unconfirmed)

Present Owner/Occupant: Dr. Hobbs
(unconfirmed)

Present Function(s): Residence

General Condition of Building: Unknown

NOTES:

(Courtesy Provincial Archives Manitoba)

LA RIVIERE

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built: 1898 (CP records)

Plan:

Present Location: Original site, off Hwy. #3.

Present Owner/Occupant: CPR

Present Function(s): RR purposes, residence

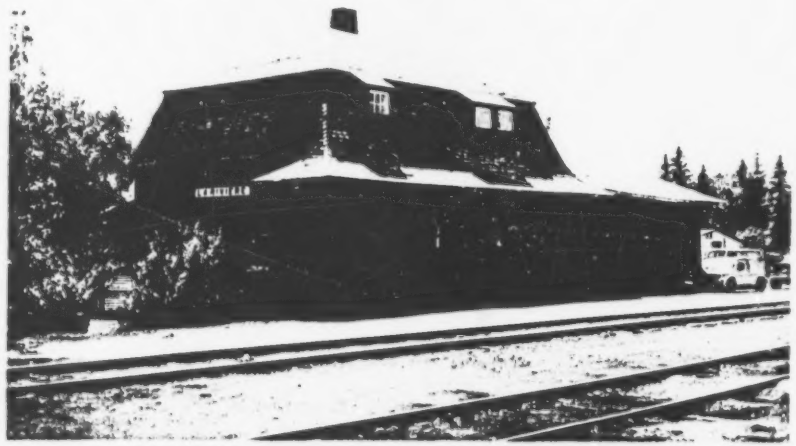
General Condition of Building: Good

NOTES:

INTERIOR: -part of the former waiting room has been partitioned off and turned into living quarters. In the separate, main living quarters, a family resides

FEATURES OF NOTE:

-roof form is unique



LA RIVIERE (cont'd)

GOODLANDS

Railway: CANADIAN PACIFIC

Subdivision: LYLETON

Date Built: 1909 (CP records)

Plan: Canadian Pacific, H-3-27-3

Present Location: nw24-1-23w (unconfirmed)

Present Owner/Occupant: Lawrence E. Stovin (unconfirmed)

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

RATHWELL

Railway: CANADIAN PACIFIC

Subdivision: GLENBORO

Date Built: 1900 (CP records)

Plan: Canadian Pacific, H-4-9-9

Present Location: Freight shed: sw17-9-8w

Remainder: sw36-7-8w (unconfirmed)

Present Owner/Occupant: Frt. shed: Martin Kucharsky. Rest: Lloyd Chevrier (uncfmd)

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

WESTBOURNE

Railway: CANADIAN PACIFIC

Subdivision: MINNEDOSA

Date Built: 1890 (CP records)

Plan:

Present Location: Westbourne, Manitoba

(not original site)

Present Owner/Occupant: Mrs. T. Spitales

Present Function(s): Residence

General Condition of Building: Fair

NOTES:

GENERAL: -this station was a combination station and bunkhouse that seems to be unique

- part of the station has been torn down. This is what remains

EXTERIOR: -original shingles and wood siding

-Insul-brick has been added

-some new storm windows and doors

INTERIOR: -details unavailable

FEATURES OF NOTE:

-bay "window" extends to second storey

WESTBOURNE (cont'd)

-diagonal wood siding under
second storey dormer windows

LYLETON

Railway: CANADIAN PACIFIC

Subdivision: LYLETON

Date Built: 1900 (CP records)

Plan:

Present Location: Lake Metigoshe
(unconfirmed)

Present Owner/Occupant: Bill Rolston
(unconfirmed

Present Function(s): Residence

General Condition of Building: Unknown

NOTES:

GENERAL: -concrete foundation and basement added in 1920 (CP records)

STRATHCLAIR

Railway: CANADIAN PACIFIC

Subdivision: BREDENBURY

Date Built: 1900 (CP records)

Plan:

Present Location: Strathclair, Manitoba

Present Owner/Occupant: Town of Strathclair

Present Function(s): Strathclair Museum

General Condition of Building: Unknown

NOTES:

MORRIS

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built: 1904 (CP records)

Plan:

Present Location: 225 Montreal West, Morris, Manitoba

Present Owner/Occupant: Brian Heinrichs

Present Function(s): Residence

General Condition of Building: Good

NOTES:

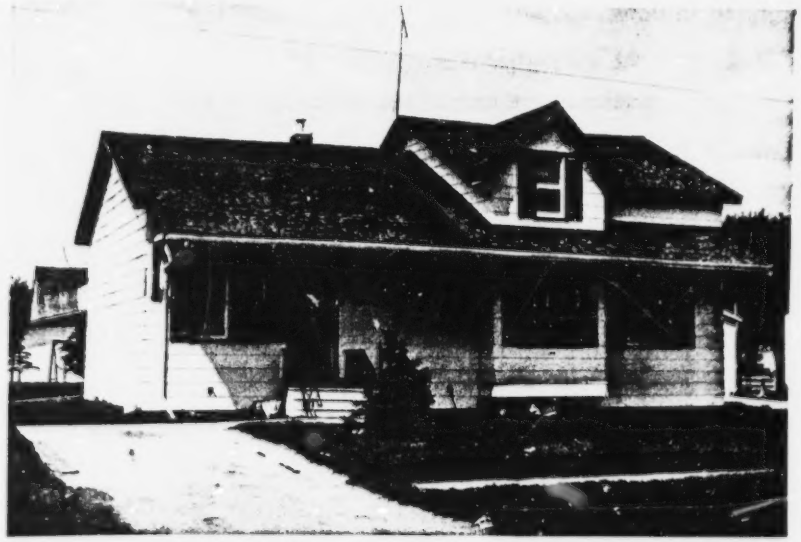
GENERAL: -freight shed portion has been torn down

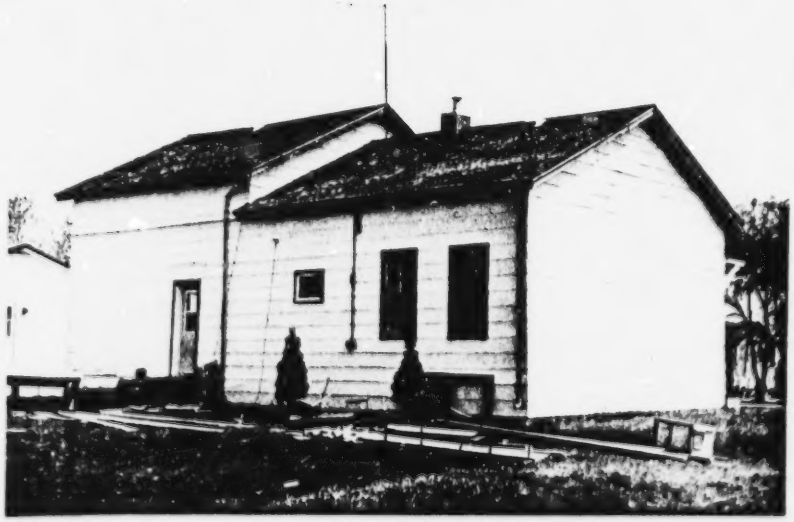
EXTERIOR: -new clapboard siding

-new decorative false shutters

-new back deck presently being added (1983)

INTERIOR: -details unavailable as residents not home at the time of visit





EBOR

Railway: CANADIAN PACIFIC

Subdivision: (branch between Reston, Manitoba and Wolseley, Saskatchewan)

Date Built: 1906 (Ebor Echoes, local history book)

Plan:

Present Location: 4 miles north and 1/2 mile west of Antler (unconfirmed)

Present Owner/Occupant: Unknown

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

VIRDEN

Railway: CANADIAN PACIFIC

Subdivision: BROADVIEW

Date Built: 1906

Plan:

Present Location: Original site

Present Owner/Occupant: CPR

Present Function(s): VIA station; other RR purposes

General Condition of Building: Good

NOTES:

GENERAL: -the architect of this design is Ralph B. Pratt (see Morden)

-compare with Morden and Kenton CPR Hartney, whose whereabouts was undiscovered, is also of this design

EXTERIOR: -unchanged

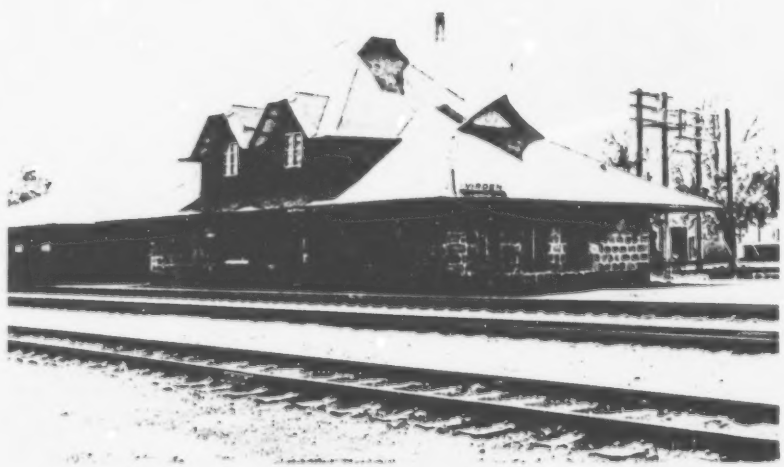
-roof needs some repairs

INTERIOR: -details unavailable

FEATURES OF NOTE:

-this is the only station of this design which has fieldstone construction

-roof shape is what makes this standard plan distinctive



VIRDEN (cont'd)

-unusual decorative shingles
on second storey exterior

MORDEN

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built: 1905 (CP records)

Plan:

Present Location: Directly between Winkler and Morden, S of Hwy. #3.

Present Owner/Occupant: Manitoba Threshermen's Museum

Present Function(s): Museum

General Condition of Building: Good

NOTES:

GENERAL: -architect: Ralph B. Pratt (Martin, pp. 22-25)

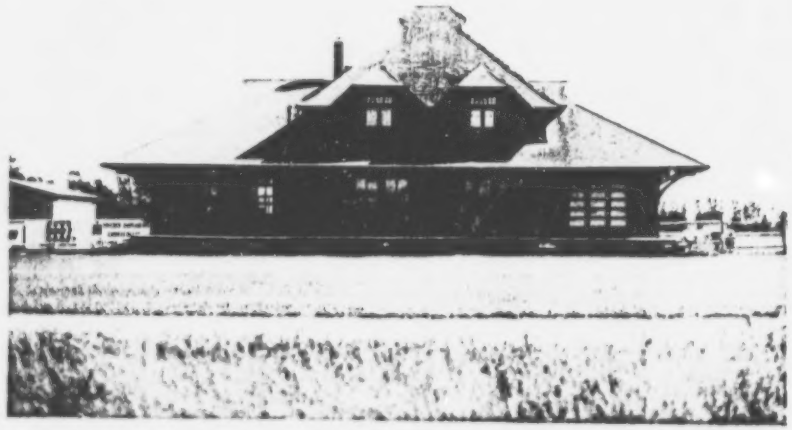
-the same plan was used for the CP station at Virden, Manitoba, but the Virden station was made of stone instead of wood

EXTERIOR: -appears basically unchanged

INTERIOR: -mostly unchanged; fireplace location is slightly different (fireplace has been rebuilt)

-upstairs kitchen was modernized at some point

-original wood flooring, other woodwork, wainscotting, staircase, ticket window/counter, agent's desk, various RR files



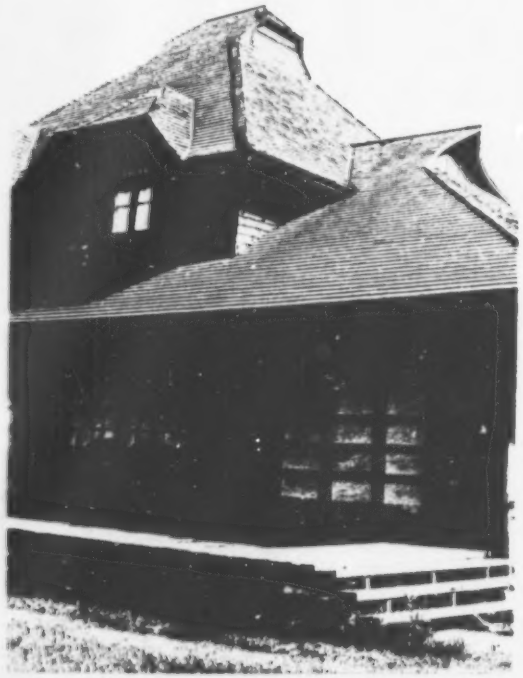
MORDEN (cont'd)

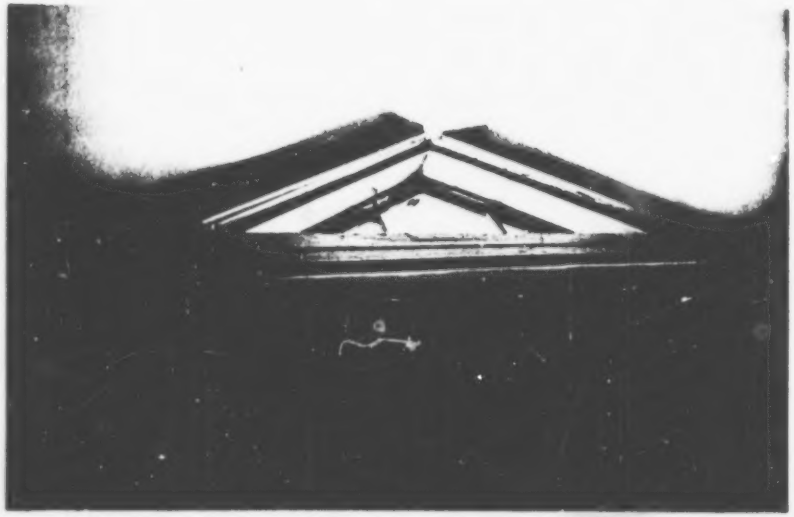
FEATURES OF NOTE:

-furnishings also include: roll-top ticket desk, three original radiator covers of ornate cast-iron grillwork, two cast iron stoves, one of which was cast with "CPR" on it, and the other of which says "Station Heater." The former is apparently the original Morden stove, but the latter may be from elsewhere

-interesting roof form allows for pseudo-skylights in two upper bedrooms

MORDEN (cont'd)





KENTON

Railway: CANADIAN PACIFIC

Subdivision: (extension of present Wheatland Pit Spur)

Date Built: 1902 (CP records)

Plan:

Present Location: nell-13-24w, near Oakner, Manitoba

Present Owner/Occupant: James Routledge, Box 28, Hamiota, Manitoba

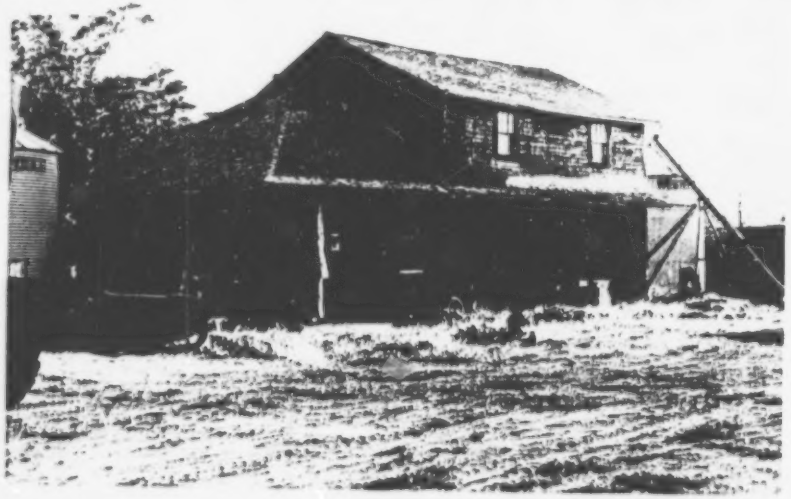
Present Function(s): Storage

General Condition of Building: Very Poor

NOTES:

GENERAL:

- -the station was bought and moved by the owner in 1972
- -originally this station was similar to the stations in Virden and Morden, as evidenced by the photographs of its original appearance
- -the station's second floor roof was cut in order to move the building. The roof was later rebuilt using the original shingles, as well as some from the old Quadra station (now demolished)
- -the freight shed was also cut off at the time of moving, and is now sitting separately in the



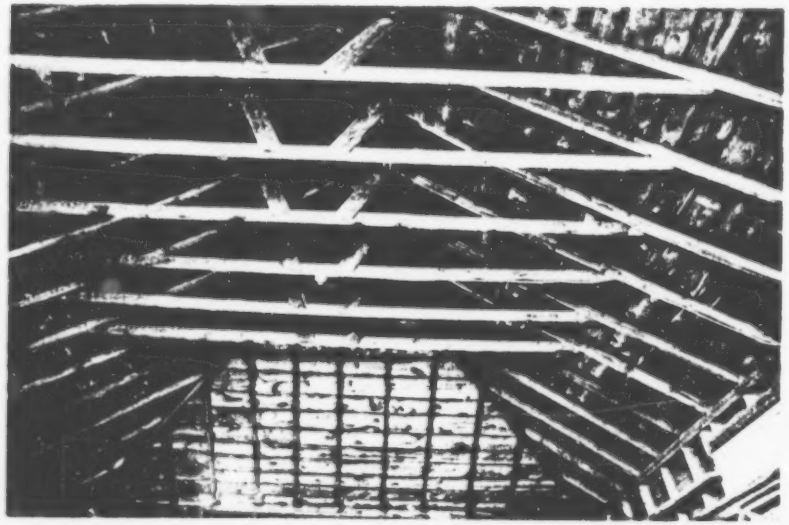
KENTON (cont'd)

same yard

EXTERIOR: -the bay window has been cut off

-in general, the appearance of the station is extremely altered

INTERIOR: -the interior of the station is nearly gutted. Some partition studs remain. Where they have been removed, Mr. Routledge has inserted support posts so that the building will not collapse



ARBORG

Railway: CANADIAN PACIFIC

Subdivision: ARBORG

Date Built: 1906 (CP records)

Plan: Canadian Pacific, #10

Present Location: Original site,
Main St., Arborg, Manitoba

Present Owner/Occupant: Village of Arborg

Present Function(s): Library,
Evergreen Regional

General Condition of Building: Very Good

NOTES:

EXTERIOR: -new siding (partial)
-various minor alterations
e.g. new door at end

INTERIOR: -appears to have been quite extensively renovated (details unavailable as library was closed at time of visit)

ARBORG (cont'd)

MOLSON

Railway: CANADIAN PACIFIC

Subdivision: KEEWATIN

Date Built: 1909 (CP records)

Plan: Canadian Pacific

Present Location: Original site

Present Owner/Occupant: CPR

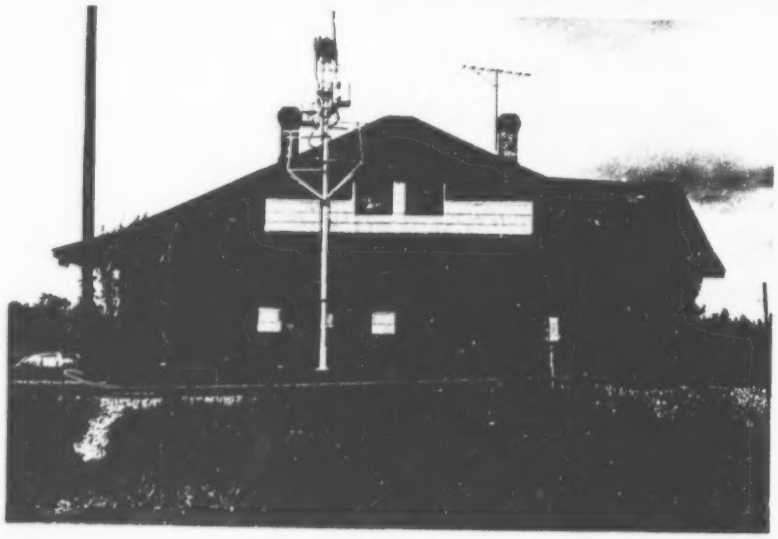
Present Function(s): Switch headquarters, and residence

General Condition of Building: Fair

NOTES:

GENERAL: -this is the second station that was built at Molson. The first was built ca. 1885, about a half a mile west of the present station. True to the decision that the mainline would go through Winnipeg instead of Selkirk, the mainline trackage dips SW towards Winnipeg at Molson. The new station was later built to the east of the old so that it would be on the mainline. The first station was demolished for its lumber, only within the last twenty years (1960s or 70s)

-the switch functions at Molson are still very important. However



MOLSON (cont'd)

CP is now introducing a central computerized switch system. When this change is complete (1986, at least) the station will probably be "bulldozed," according to agent and resident, Mr. Parks

-water tower foundation and traces of a wooden pipeline to a nearby swamp are still visible east of the station. Water shortage was always a problem at Molson, and the swamp water helped ensure that the steamers would run

EXTERIOR: -the station has a new concrete base on top of the old one. When the track bed was improved, the station had to be raised to the new level of the bed

-appearance is basically unchanged

INTERIOR: -part of the former waiting room is partitioned off and is added to the living space of the station

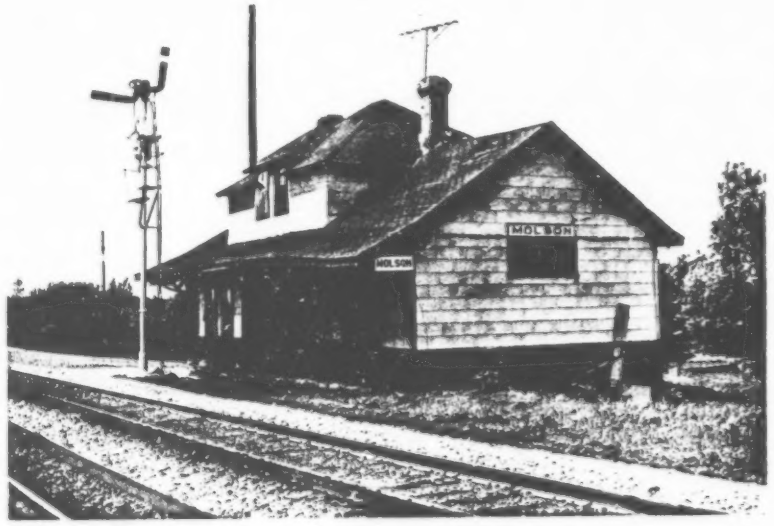
-original grilling on ticket window

FEATURES OF NOTE:

-the station still has no insulation (except ceiling)

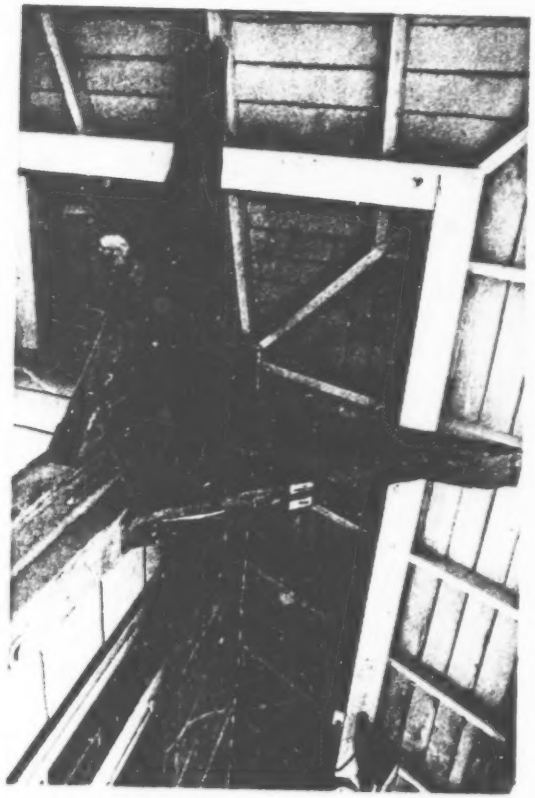
-brackets have some decoration (see detail)

-2 x 12 frame construction, apparently common in all but the quite recent stations, because lumber was more plentiful



MOLSON (cont'd)

and less picked over



BEAUSEJOUR

Railway: CANADIAN PACIFIC

Subdivision: LAC DU BONNET

Date Built: 1907 (CP records)

Plan:

Present Location: Pioneer Village Museum, Beausejour, Manitoba

Present Owner/Occupant: Broken-Beau Historical Society

Present Function(s): Part of museum display

General Condition of Building: Good

NOTES:

GENERAL: -the present appearance of the station is quite unlike its original appearance. It was first bought (from CP) by a contractor, to be torn down for lumber. The town apparently had a real fight to save it, but by then the freight shed and part of the main station had been torn down. It was rebuilt (where necessary) to its present form with the original lumber

-in the 1920s a fire apparently did some damage to the station which was subsequently repaired

EXTERIOR: -the station was re-shingled both in 1965 and 1977, and possibly at earlier times as well

BEAUSEJOUR (cont'd)

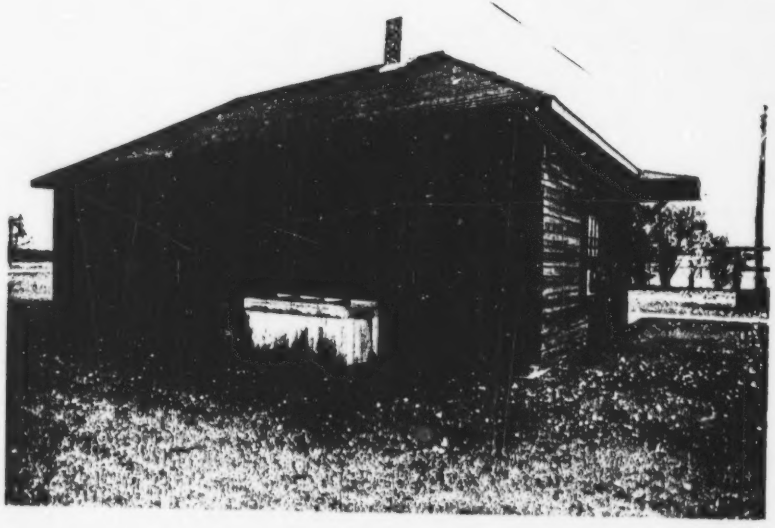
-original mechanical flag is on display outside the station

INTERIOR: -used for museum display of artifacts. Intact office includes agent's desk, agent's bunk, uniforms, telegraphs, etc.

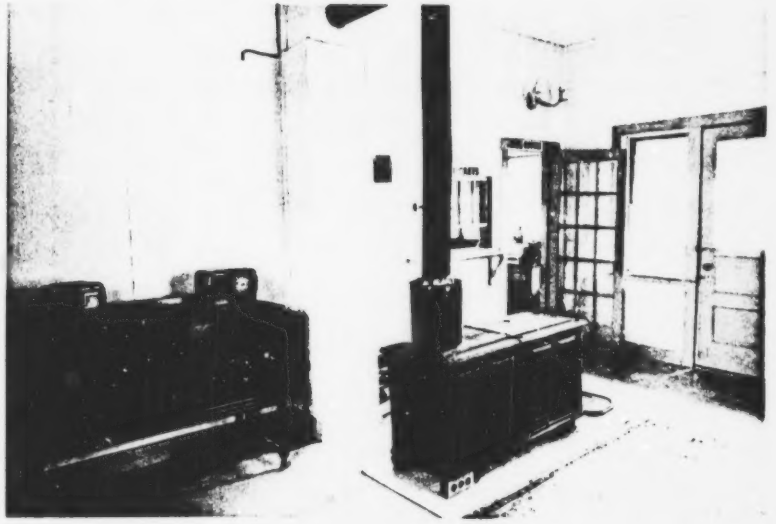
-staircase to upper floor removed and access blocked to public

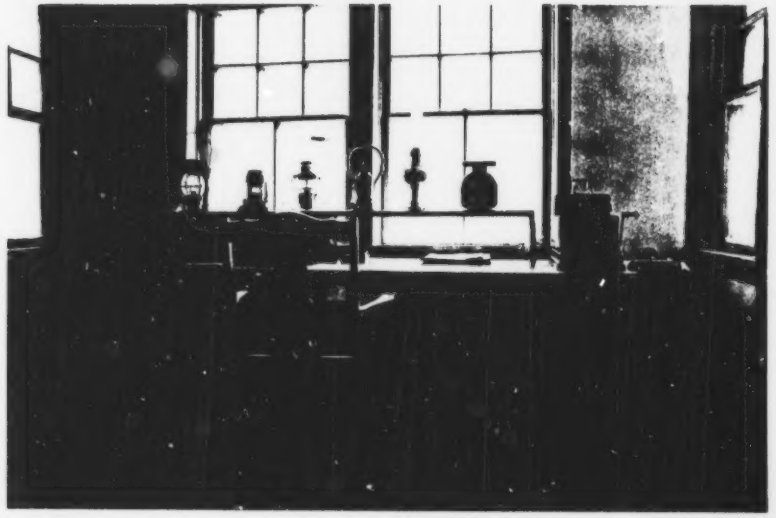
FEATURES OF NOTE:

-some decoration on brackets



BEAUSEJOUR (cont'd)





SINCLAIR

Railway: CANADIAN PACIFIC

Subdivision: ARCOLA

Date Built: 1909 (CP records)

Plan: Canadian Pacific, Western Lines "A"

Present Location: near Reston, Manitoba
specifics unknown (unconfirmed)

Present Owner/Occupant: Bert Yeas
(unconfirmed)

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

TILSTON

Railway: CANADIAN PACIFIC

Subdivision: ALIDA

Date Built: 1910 (CP records)

Plan: Canadian Pacific, Western Lines "A"

Present Location: nw15-5-29, Tilston, Manitoba

Present Owner/Occupant: Marshall V. Desender

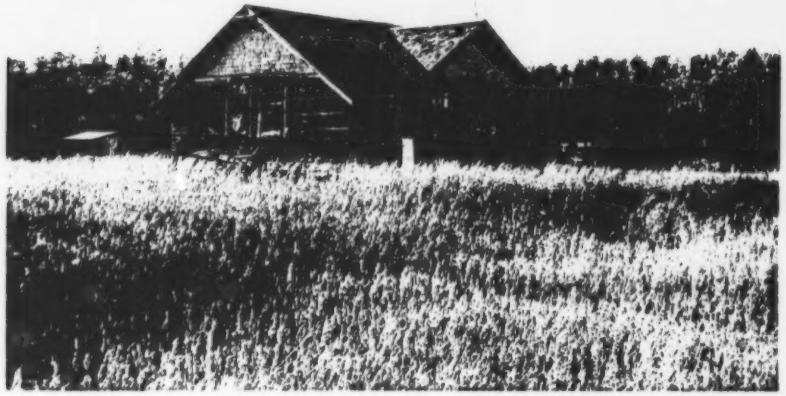
Present Function(s): None

General Condition of Building: Very Poor

NOTES:

GENERAL: -this structure is in fact only the second storey of the station. The rest was demolished. The existing part was intended for use as a garage, but it has never been used

-this is the only confirmed example of a Western Lines "A" station that was found. However, the station from Austin, Manitoba, also a W. L. "A" design, very likely exists near Austin, probably in a more complete form. Also, the station at Mowbray appears to be a W.L. "A", though this is unconfirmed by CP records. Both its appearance and its date point to this classification



MOWBRAY

Railway: CANADIAN PACIFIC

Subdivision: SNOWFLAKE

Date Built: 1909 (CP records)

Plan: *

Present Location: Original site. North of PR 201.

Present Owner/Occupant: Mr. Percy Williams of Winnipeg (CPR employee)

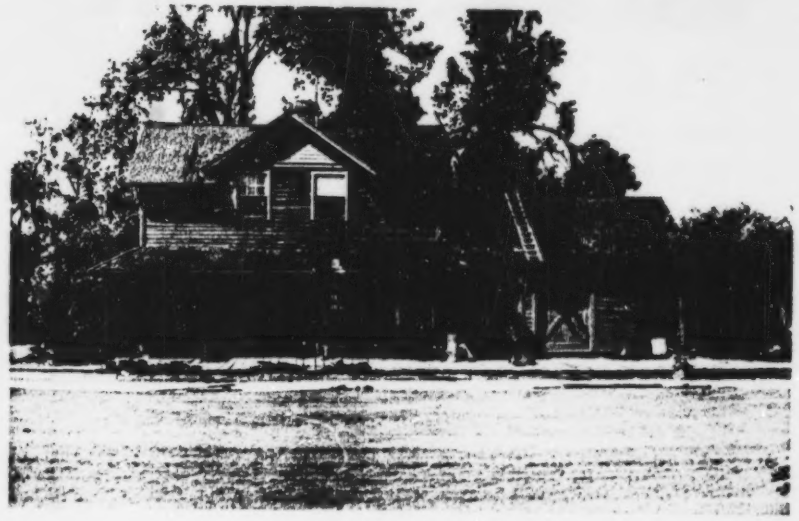
Present Function(s): Summer Residence

General Condition of Building: Fair to Good

NOTES:

GENERAL: *-unique, or relatively unique design, possibly W.L. "A"

INTERIOR: -details unavailable, owner not in at time of visit



AUSTIN

Railway: CANADIAN PACIFIC

Subdivision: CARBERRY

Date Built: 1911 (CP records)

Plan: Canadian Pacific, Western Lines "A"

Present Location: sw25-11-12w
(unconfirmed)

Present Owner/Occupant: Mr. J. S. Thiessen,
Austin, Manitoba (unconfirmed)

Present Function(s): Unknown

General Condition of Building: Unknown

NOTES:

RIVERTON

Railway: CANADIAN PACIFIC

Subdivision: WINNIPEG BEACH

Date Built: 1917 (CP records)

Plan: Canadian Pacific, Western Lines "A2"

Present Location: off River Rd. North, Riverton, Manitoba

Present Owner/Occupant: Marshall Hurdal

Present Function(s): None

General Condition of Building: Poor

NOTES:

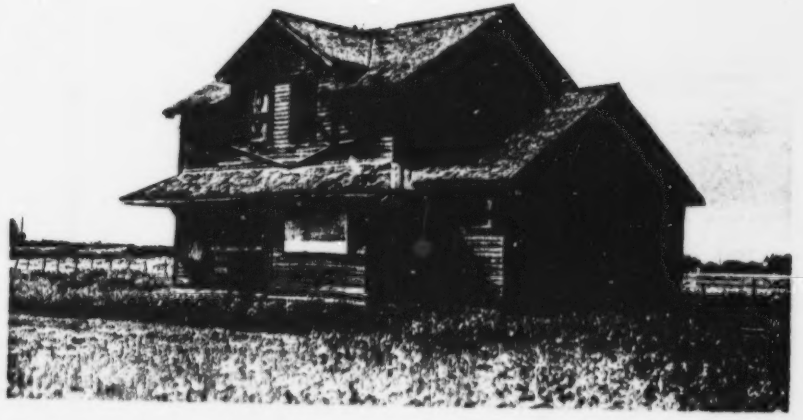
GENERAL: -one of probably very few remaining examples of this design

EXTERIOR: -windows and doors missing and/or boarded up

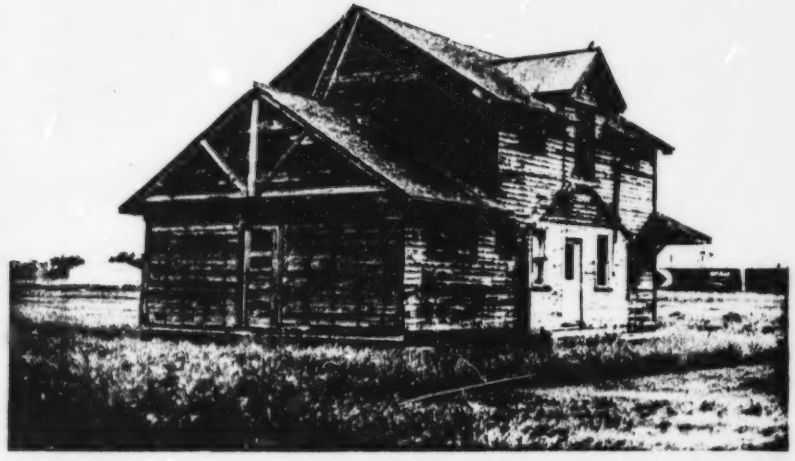
INTERIOR: -no access at time of visit

FEATURES OF NOTE:

-smaller brackets



RIVERTON (cont'd)



FOXWARREN

Railway: CANADIAN PACIFIC

Subdivision: BREDENBURY

Date Built: 1921 (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: sw11-17-28w, near St. Lazare, Manitoba

Present Owner/Occupant: A. Simard

Present Function(s): Residence

General Condition of Building: Excellent

NOTES:

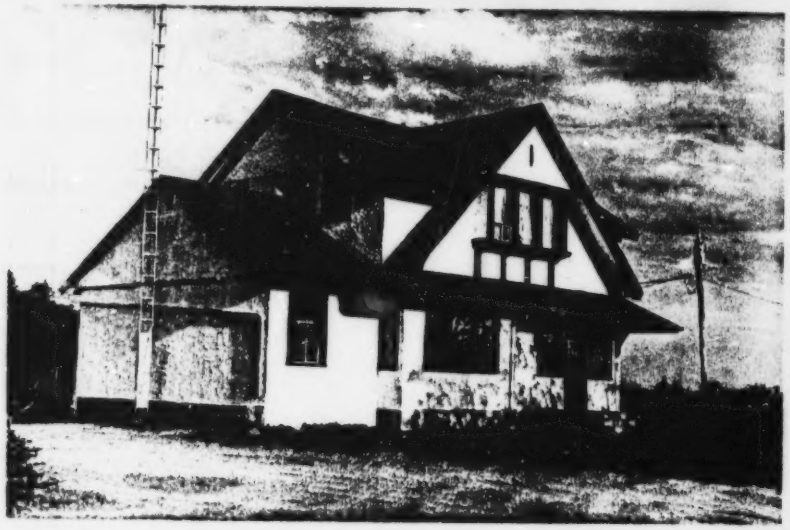
GENERAL: -the station was bought by the present owners in 1974. It was purchased without the freight shed

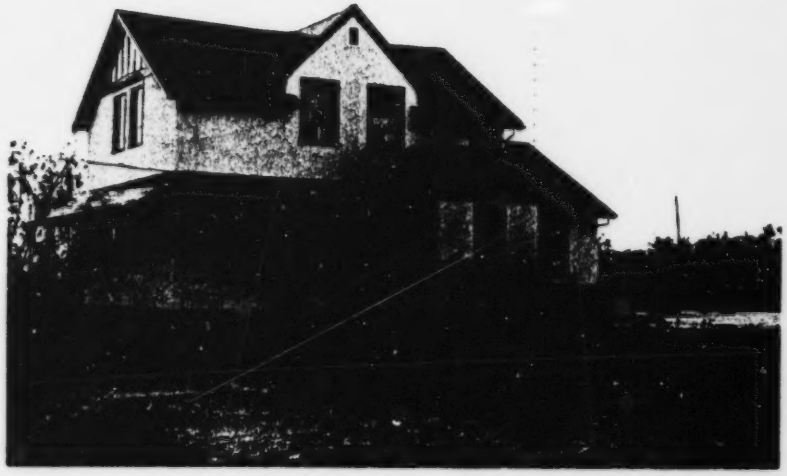
EXTERIOR: -new stucco

-new windows

-otherwise unchanged

INTERIOR: -details unavailable





NAPINKA

Railway: CANADIAN PACIFIC

Subdivision: ESTEVAN

Date Built: 1922 (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: Original site

Present Owner/Occupant: CPR

Present Function(s): RR purposes

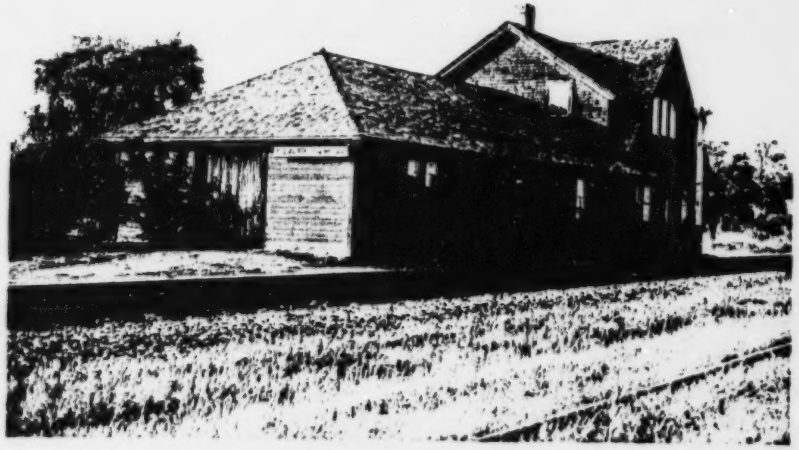
General Condition of Building: Fair

NOTES:

GENERAL: -subdivision terminal point

EXTERIOR: -needs paint

INTERIOR: -details unavailable as the station was closed for the day at time of visit



NAPINKA (cont'd)

WHITEMOUTH

Railway: CANADIAN PACIFIC

Subdivision: KEEWATIN

Date Built: 1923 (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: Original Site

Present Owner/Occupant: CPR

Present Function(s): RR purposes; residence

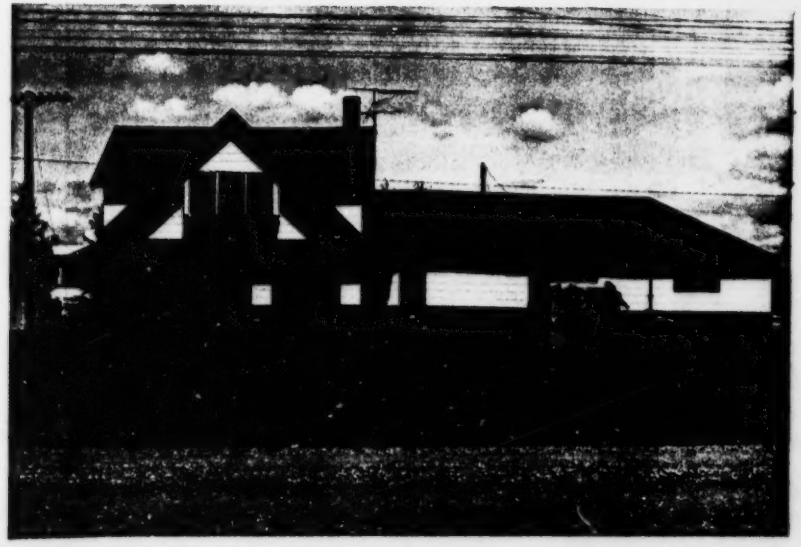
VIA stop

General Condition of Building: Fair

NOTES:

GENERAL:
- -a large water tower is still standing to the east of the station
- -the station has a full basement
- -a section worker mentioned that the station might be torn down this summer (1983), but the caretaker-in-residence has heard nothing of it. He maintains that the building is "really solid"

EXTERIOR:
- -the freight shed has been altered to a "dolly-car" shed
- -station has had new paint
- -original bench on platform is very dilapidated



WHITEMOUTH (cont'd)

INTERIOR: -details unavailable as unable to gain admittance

-freight shed area appears generally unchanged

LAC DU BONNET

Railway: CANADIAN PACIFIC

Subdivision: LAC DU BONNET

Date Built: 1924/26* (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: nw1-14-9e, near Milner Ridge, Manitoba

Present Owner/Occupant: Sisters of Holy Cross/Homes for Growth

Present Function(s): Retreat Residence

General Condition of Building: Excellent

NOTES:

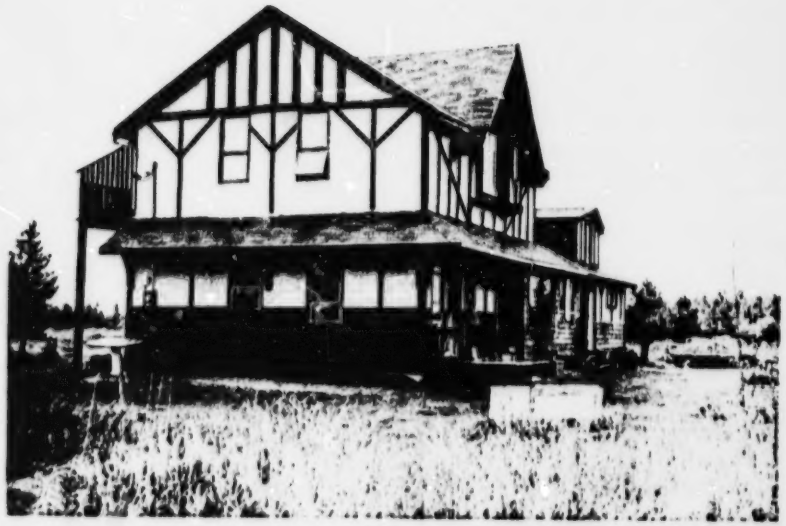
GENERAL: *-Canadian Pacific insurance records indicate that the station was built in 1924, while the buildings records indicate the date as 1926

-this building is one of several retreat residences run by Homes for Growth. They are not in the phone book, but the main headquarters-type site is near Lorette, Manitoba

EXTERIOR: -front and rear dormers over former freight shed area are recent additions

-new siding

-new windows



LAC DU BONNET (cont'd)

-new asphalt shingles

-rear balcony rebuilt and extended

INTERIOR: -freight shed has been converted into three bedrooms and a chapel

-one upstairs bedroom has been converted into a full bath

-former waiting room has been converted into a kitchen, breakfast area and full bath

-former office is now used as LR and front entryway (towards highway)

FEATURES OF NOTE:

-former heavy door between the living quarters and the freight shed has been made into a large dining room table

-brackets re-used beside front (highway side) door

SHOAL LAKE

Railway: CANADIAN PACIFIC

Subdivision: BREDENBURY

Date Built: 1926 (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: Shoal Lake, Manitoba
(unconfirmed)

Present Owner/Occupant: Unknown

Present Function(s): Residence

General Condition of Building: Unknown

NOTES:

DOMINION CITY

Railway: CANADIAN PACIFIC

Subdivision: EMERSON

Date Built: 1927 (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: nw20-6-5e, Kleefeld, Manitoba

Present Owner/Occupant: Al Hiebert, Box 75, Kleefeld, ROA OVO

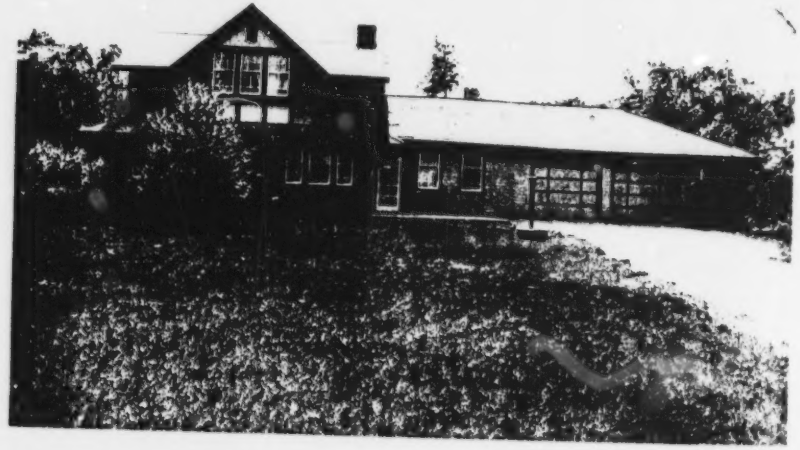
Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

GENERAL:
- -station was moved from Dominion City in December of 1973
- -original oil furnace was used until 1982

EXTERIOR:
- -shingles are original
- -breakfast nook added at rear (supported by planks from old station platform)
- -extra door added to freight shed for garage. Also, existing freight shed door was widened
- -exterior door to waiting room permanently closed, though not covered



DOMINION CITY (cont'd)

INTERIOR: -masonry fireplace has replaced original stove

-smallest BR on upper floor is now a full bath

-kitchen is fully modernized

-original wood floor is now covered

-small powderroom is partioned off of the front entryway

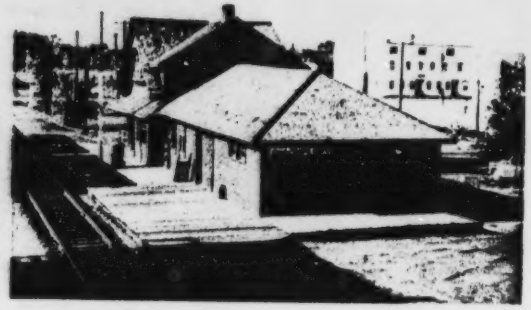
-original woodwork (some), ticket windows, baseboards, agent's desk, interior doors

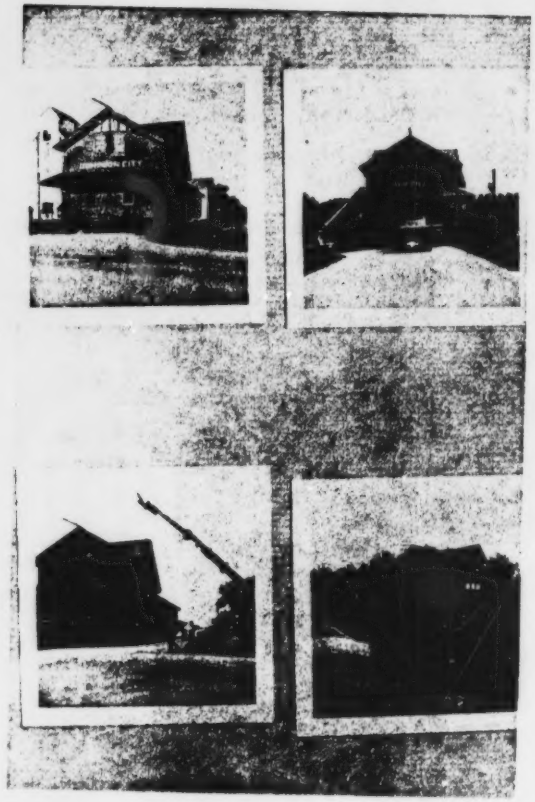
FEATURES OF NOTE:

-large, heavy door between freight shed and living quarters still in use

-middle window in set of three in front dormer opens into a small BR closet. This is part of the original design

DOMINION CITY (cont'd)





ST. CLAUDE

Railway: CANADIAN PACIFIC

Subdivision: GLENBORO

Date Built: 1930 (CP records)

Plan: Canadian Pacific, Western Lines "A3"

Present Location: Exhibition grounds south of Hwy #2 in St. Claude, Manitoba

Present Owner/Occupant: St. Claude Historical Society

Present Function(s): Museum

General Condition of Building: Good

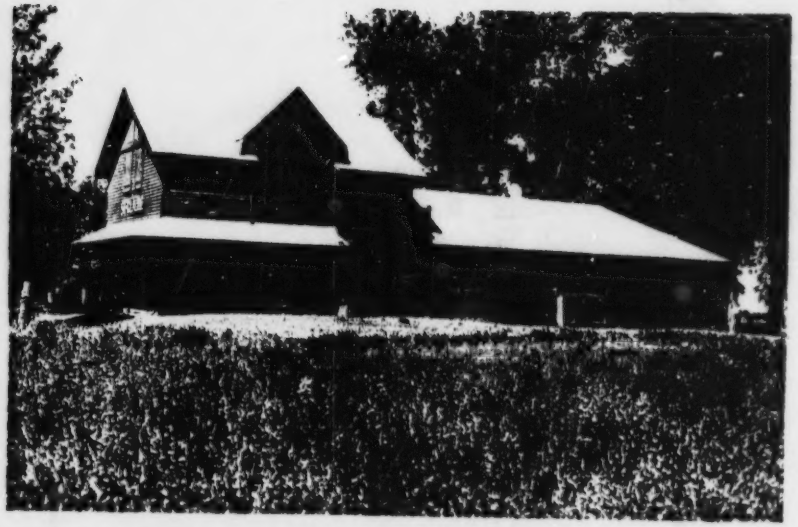
NOTES:

EXTERIOR:
- -some upper windows broken by recent vandalism
- -all rear and side doors and windows are very tastefully boarded up
- -has been re-roofed
- -original hardware on front door

INTERIOR:
- -freight shed contains a display of miscellaneous museum pieces, and has not been altered
- -waiting and living areas have been carpeted and contain museum displays
- -office contains some original fixtures, e.g. agent's desk,

ST. CLAUDE (cont'd)

ticket window and grilling
-some original woodwork



PETTAPIECE

Railway: CANADIAN PACIFIC

Subdivision: RAPID CITY

Date Built: 1927 (CP records)

Plan: Canadian Pacific, #14

Present Location: 315-5th Ave., Rivers, Manitoba

Present Owner/Occupant: Morley McConnell

Present Function(s): Residence

General Condition of Building: Very Good

NOTES:

GENERAL: -compare with Fraserwood, which has been more heavily renovated

-the McConnells moved the station to Rivers about 1963

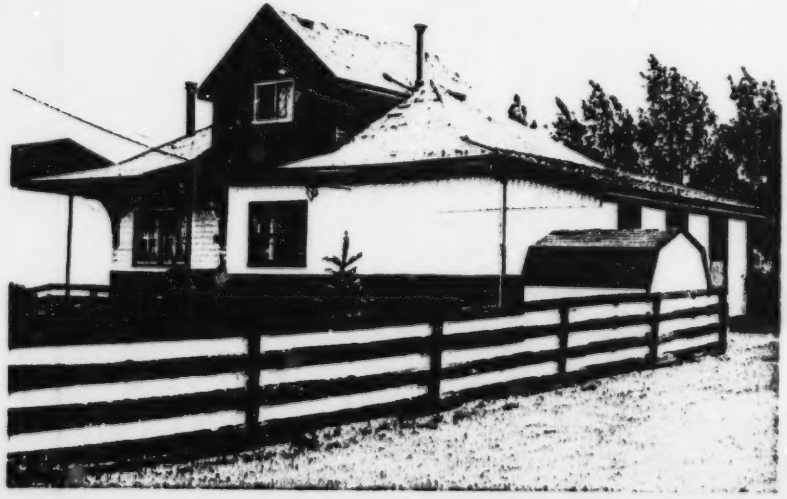
-the freight shed portion has been removed and is now on Mrs. McConnell's father's farm

EXTERIOR: -new windows (glazing) and doors

-new siding (lower)

-new garage attached

INTERIOR: -waiting room has been renovated to a LR, panelled, carpetted. Office is now a DR, lino floor. Former kitchen is now full bath and hallway. Upper floor is basically unchanged, closets



PETTAPIECE (cont'd)

partitioned off in the BRs

-some original woodwork (door frames, staircase)

FRASERWOOD

Railway: CANADIAN PACIFIC

Subdivision: ARBORG

Date Built: 1926 (CP records)

Plan: Canadian Pacific, #14*

Present Location: Gov't Rd. Allowance E, directly to east of tracks, Fraserwood

Present Owner/Occupant: Mr. John Werbenuk

Present Function(s): Residence

General Condition of Building: Excellent

NOTES:

GENERAL: *-plan classification done by comparison

-compare with Pettapiece, which has had fewer renovations

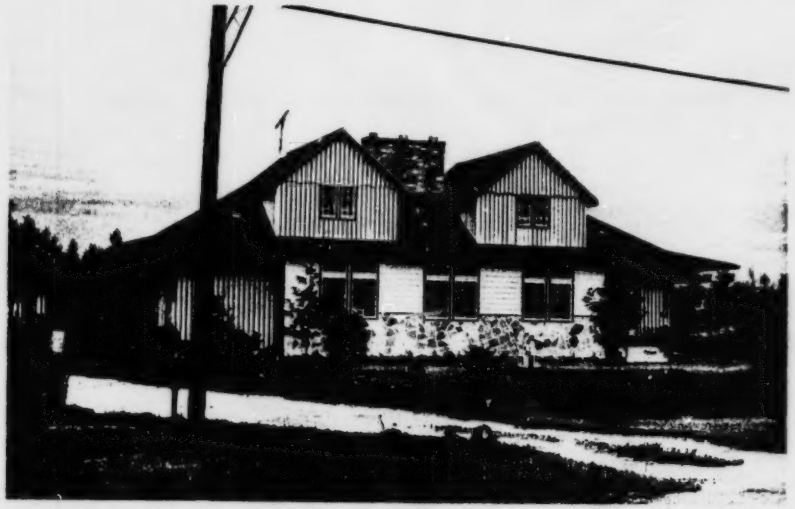
EXTERIOR: -western (left hand side on front elevation) section of upper floor is a new addition

-new chimney between two upper sections is mostly false

-bay "window" extended to freight shed area

-siding is new

INTERIOR: -quite extensively renovated, though basic wall positions probably unchanged



FRASERWOOD (cont'd)

FEATURES OF NOTE:

-Mr. Werbenuk has hung name boards saying "Kreuzberg" on his house. This apparently was the name of the town before WW I, when it was changed to Fraserwood. This change pre-dates the station, however

ST. BONIFACE

Railway: CANADIAN PACIFIC

Subdivision: WINNIPEG TERMINAL DIVISION

Date Built: 1909 (CP records)

Plan:

Present Location: Original site: SE corner of Provencher & Archibald, St. B.

Present Owner/Occupant: CPR

Present Function(s): RR purposes

General Condition of Building: Good

NOTES:

GENERAL: -the St. Boniface station is on the original branch of the CPR in Manitoba (Pembina Branch)

EXTERIOR: -new paint (several times)

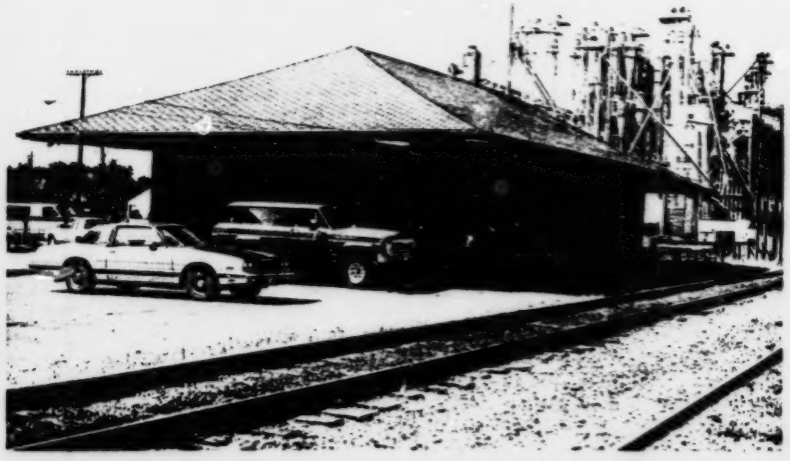
-new shingles (several times)

INTERIOR: -relatively modernized

FEATURES OF NOTE:

-diagonal wooden siding

-large overhang, no brackets



ALTONA

Railway: CANADIAN PACIFIC

Subdivision: GRETNA

Date Built: 1890* (CP records)
1955* (CP records)

Plan:

Present Location: 1st St. NW, Altona, Manitoba

Present Owner/Occupant: Town of Altona

Present Function(s): Public Safety Building

General Condition of Building: Very good

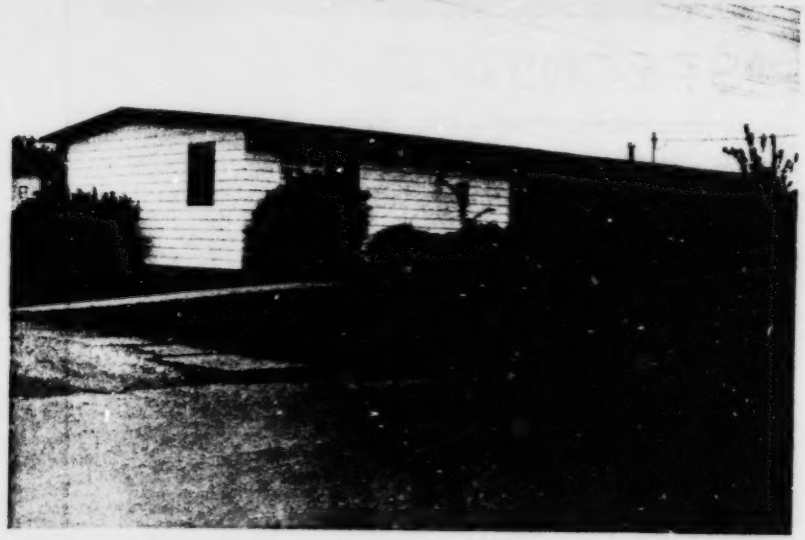
NOTES:

GENERAL: *-the CP building records indicate that Altona had a station built in 1890. However, the CP insurance records indicate that a different station was built in 1955. This is probably the latter station

EXTERIOR: -appears to have been extensively altered

INTERIOR: -specific details unavailable as building closed at time of visit

-appears to have been extensively renovated



4th Class Stations

DARLINGFORD

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built: ca. 1881 (resident Bob Jordan)

Plan:

Present Location: Directly N of Town Hall at W end of Darlingford

Present Owner/Occupant: Ivan Yager (in process of selling)

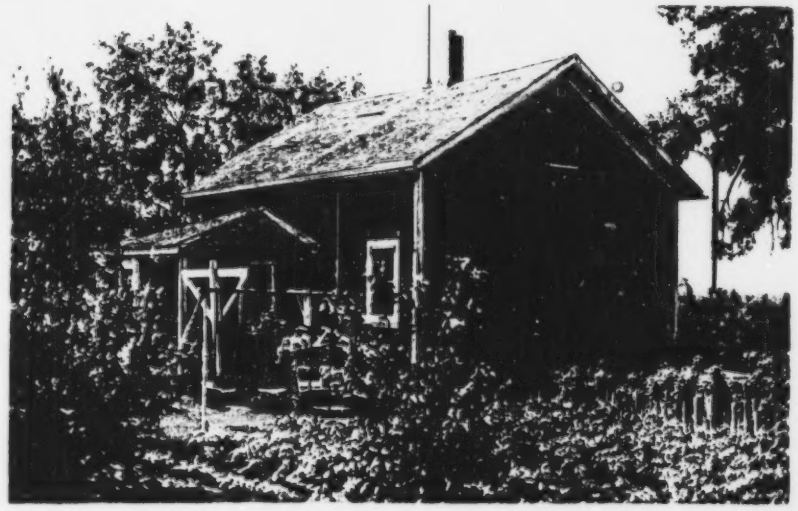
Present Function(s): Residence

General Condition of Building: Fair to Good

NOTES:

GENERAL: -this was the first CP station in Darlingford, according to several residents. It actually was the station of the settlement of Darlington, which was about two miles west of Darlingford. Darlington had to move a few miles north to be on the rail line, but despite such strategy, Darlington failed, and Darlingford is what remains. The newer CP station at Darlingford was demolished for the lumber in the early 1970s, according to resident Jack Amy. It was a Western Lines "A3" design.

-the station does not look like



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DARLINGFORD (cont'd)

a typical station, and apparently never did, so it is hard to tell if it has changed much (the Yagers were not home at the time of visit)

EXTERICR: -at some point, Insul-Brick siding was added over top of a kind of horizontal wood siding

INTERIOR: -details unavailable

GRETNA

Railway: CANADIAN PACIFIC

Subdivision: GRETNA

Date Built: 1890 (CP records)

Plan:

Present Location: Freight wing: attached to Ritz elevator, 7th St., Gretna, Manitoba.

Present Owner/Occupant: Henry Ritz & Co.

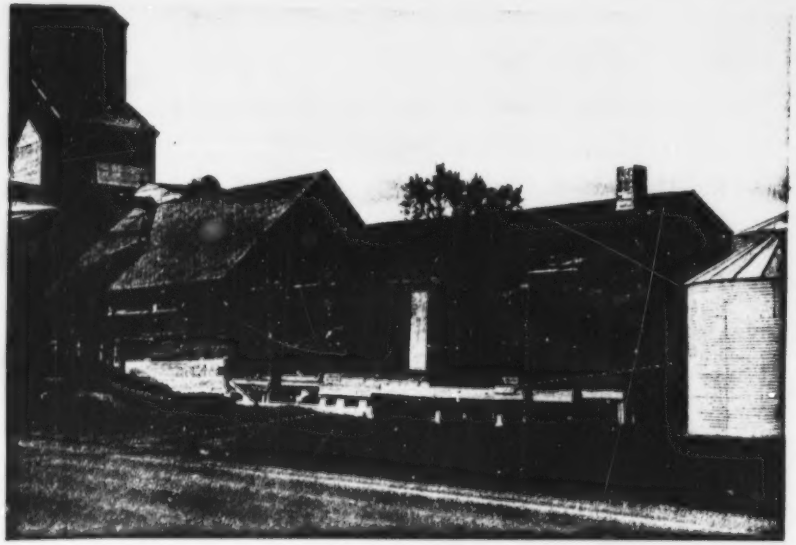
Present Function(s): Storage

General Condition of Building: Poor

NOTES:

GENERAL: -remainder of building was demolished

-it appears that an area at the end of the freight shed may have once been a customs area. It has a chimney, suggesting "people space," but was separated from the main part of the station by the freight shed



McTAVISH

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built:

Plan:

Present Location: se19-6-2e, near Silver Plains, Manitoba

Present Owner/Occupant: Alfred Thompson

Present Function(s): None

General Condition of Building: Very Poor

NOTES:

GENERAL:

- -this station is an example of one design for CP portable stations
- -the track-side wall of the station has literally fallen off the floor and is resting on the ground, though still upright and attached to the roof
- -Mr. Thompson indicated that he was planning to demolish the station building and several other surrounding outbuildings sometime this summer (1983)
- -Mr. Thompson bought the station in 1971. At that time an older resident of McTavish mentioned to him that it had, at some time

McTAVISH (cont'd)

past, been brought in from somewhere else. On the end of the station, in very faded paint, is the name "SHANAWAN," which is the old name for the town of Domain, Manitoba (Geographic Board of Canada, Place Names of Manitoba. Ottawa, King's Printer 1933. p. 28), from whence it may have come

OSBORNE

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built: (moved to O. in 1942-CP records)

Plan:

Present Location: nw6-6-2e, near Silver Plains Manitoba

Present Owner/Occupant: Lorne or Don Elliot (father and son)

Present Function(s): workshop; miscellaneous outbuilding

General Condition of Building: Poor

NOTES:

GENERAL: -this station is an example of one of CP's smaller standard portable designs (compare with other standard portables)

INTERIOR: -original bench and graffiti

SEWELL

Railway: CANADIAN PACIFIC

Subdivision: LA RIVIERE

Date Built: 1929 (CP records)

Plan:

Present Location: sw1-4-1w, in Sewell, Manitoba

Present Owner/Occupant: Mr. Robert Ritz

Present Function(s): Storage

General Condition of Building: Poor

NOTES:

GENERAL: -this station is an example of one of CP's standard portable designs

-Sewell had two previous stations. Both were old boxcars, and both burned down

-original curved-wood bench is in good shape, but needs refinishing

INTERIOR: -original stove was sold to a man from Morris, Manitoba

RENNIE

Railway: CANADIAN PACIFIC

Subdivision: KEEWATIN

Date Built: 1936 (CP records)

Plan: Canadian Pacific, H-14-38, Standard Portable

Present Location: Original site

Present Owner/Occupant: CPR

Present Function(s): None---some machinery storage

General Condition of Building: Fair

NOTES:

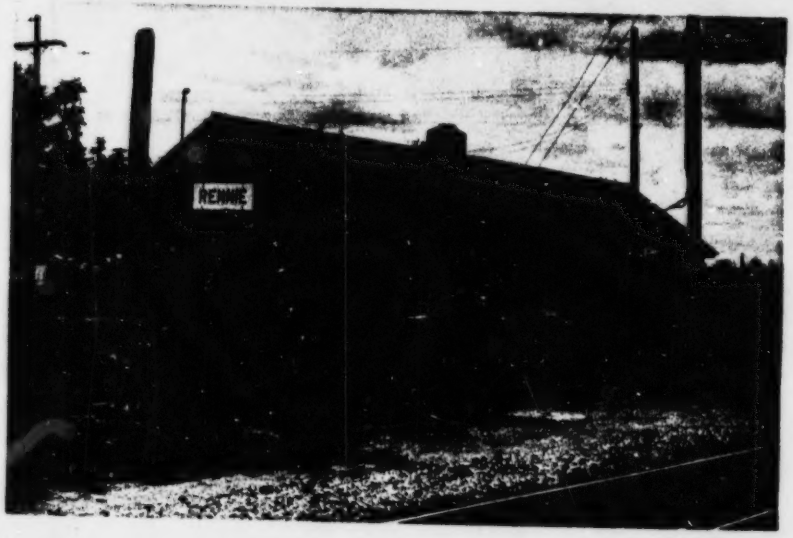
GENERAL: -this station is an example of one of the most common CP standard portable station designs

EXTERIOR: -some windows are broken and/or boarded up

INTERIOR: -brick chimney and furnace have replaced the pipe chimney and stove noted in older CP records

FEATURES OF NOTE:

-telegraph (?) equipment visible through the window



OTHER RAILWAY STATIONS

ST. BONIFACE

Railway: GREATER WINNIPEG WATER DISTRICT

Subdivision:

Date Built: 1929 (datestone)

Plan:

Present Location: 598 Plinquet, St. Boniface, Manitoba

Present Owner/Occupant: GWWDR (City Waterworks)

Present Function(s): GWWDR main office

General Condition of Building: Excellent

NOTES:

GENERAL: -replaced earlier, wooden structure (see Reynolds and McMunn)

EXTERIOR: -has probably been re-roofed

-aluminum storm windows added to existing windows

INTERIOR: -carpet has been laid

FEATURES OF NOTE:

-local fieldstone construction

ST. BONIFACE (cont'd)

HADASHVILLE

Railway: GREATER WINNIPEG WATER DISTRICT

Subdivision:

Date Built: ca. 1929 *

Plan:

Present Location: sw8-9-11e, near Spruce Siding, Manitoba

Present Owner/Occupant: Mr. Steve Kushnryk

Present Function(s): Residence

General Condition of Building: Good

NOTES:

GENERAL: *-according to Mr. Wm. Nakka of McMunn, and Mr. N. Fielberg of East Braintree, this station was built from the lumber of the first St. Boniface station, as was the McMunn station

-the Reynolds station was the largest station on the GWWD line (excluding terminals). Its design is similar to that of the more standard stations (see McMunn), but a freight or maintenance shed is attached

EXTERIOR: -front freight shed door is filled in

-a new window has been cut into the rear of the building

REYNOLDS/HADASHVILLE (cont'd)

-new paint

-new shingles on front of roof only

INTERIOR: -part of the interior wall between the former freight shed and former waiting area has been torn down to allow passage

-carpet and linoleum laid throughout

FEATURES OF NOTE:

-phone booth for use exclusively by RR employees partitioned off from waiting area

McMUNN

Railway: GREATER WINNIPEG WATER DISTRICT

Subdivision:

Date Built: ca. 1929*

Plan:

Present Location: sel-8-13e, in McMunn, Manitoba

Present Owner/Occupant: Mr. Wm. Nakka

Present Function(s): Storage

General Condition of Building: Good

NOTES:

GENERAL: *-according to owner, station was built from lumber of first St. Boniface station, as was Reynolds station

-this is the GWWDR standard station design

EXTERIOR: -unchanged; new paint

INTERIOR: -during WW II, a partition was placed in the waiting room area to form living space for a guard who was to protect the water supply from possible German sabotage. This was common all along the line. 2 x 4 frame of the partition is still in place.

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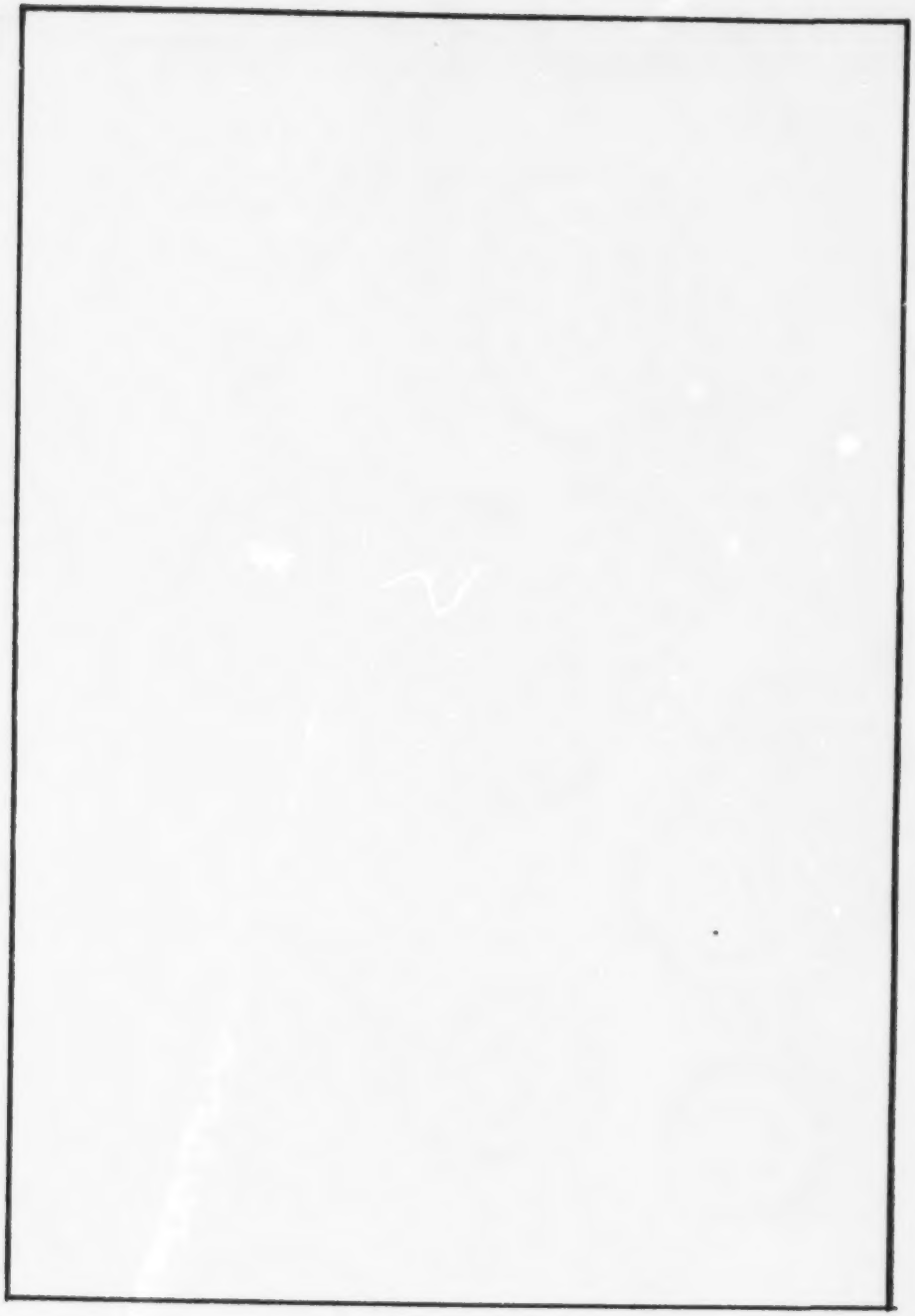
McMUNN (cont'd)

FEATURES OF NOTE:

-phone booth which was for use of railway employees only is partitioned off from waiting room



BOISSEVAIN

Railway: BRANDON, SASK., & H. B. RWY., later GREAT NORTHERN RAILWAY *

Subdivision:

Date Built:

Plan:

Present Location: Original site: east of Hwy. #10 in Boissevain, Manitoba

Present Owner/Occupant: Manitoba Dep't of Highways and Transportation

Present Function(s): Repair Garage, Mechanical Division, Boissevain Yard

General Condition of Building: Fair

NOTES:

GENERAL: *-B, S, & HB Rwy. became a subsidiary of Great Northern (Letourneau, p. 38)

- tracks now removed

-compare with CNR Carman

EXTERIOR: -large garage door added to SE end

-door near office relocated

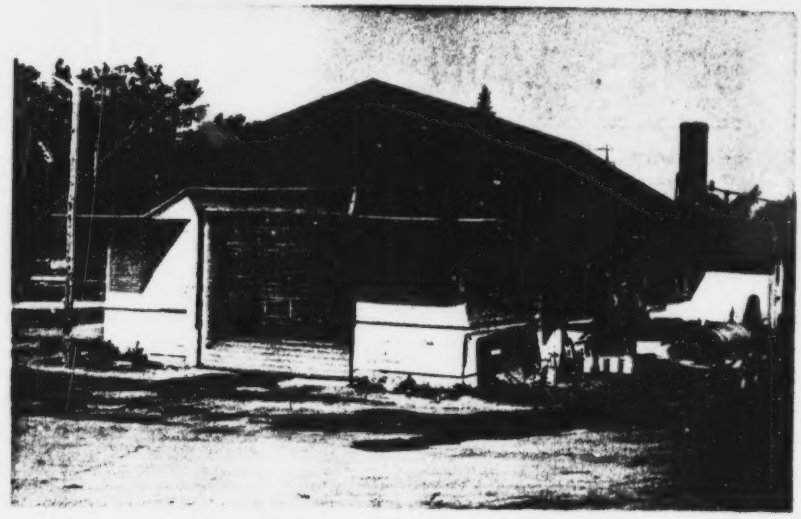
-track side freight shed door replaced by window; town side by smaller door

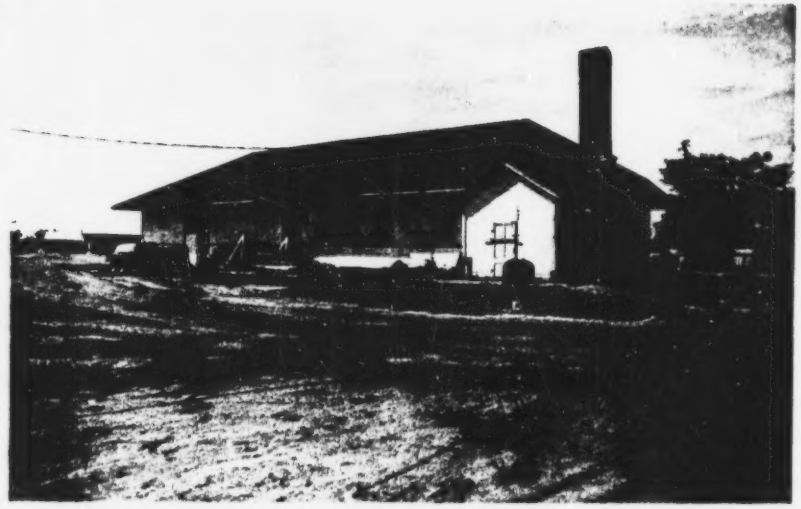
INTERIOR: -no access at time of visit

FEATURES OF NOTE:

-windowless dormer

BOISSEVAIN (cont'd)





POINT DU BOIS

Railway: CITY POWER TRAMWAY

Subdivision:

Date Built:

Plan:

Present Location: Point du Bois

Present Owner/Occupant: Winnipeg Hydro

Present Function(s): Shelter for workers commuting to Slave Falls

General Condition of Building: Good

NOTES:

GENERAL: -shelter serves the Slave Falls-Point du Bois bus-like tram service to power dam

-North Station, which served the Point du Bois-Lac du Bonnet line (abandoned when the highway came through) is no longer there

ST. BONIFACE

Railway: MANITOBA & SOUTHEASTERN RWY. later CANADIAN NORTHERN

Subdivision:

Date Built:

Plan:

Present Location: 630 Thibault, St. Boniface

Present Owner/Occupant: La Vieille Gare, French Continental Restaurant

Present Function(s): Restaurant

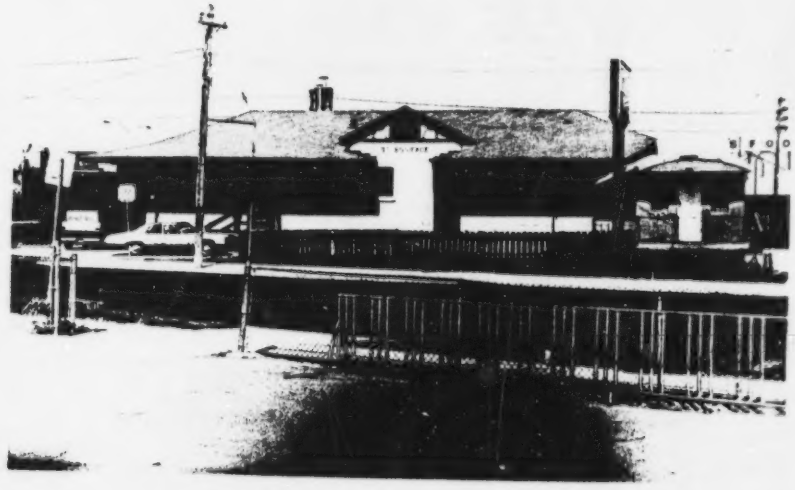
General Condition of Building: Excellent

NOTES:

EXTERIOR:
- -"bar" car was added to front of restaurant in early to mid-1970s
- -track side has been totally covered by a stuccoed, blank-wall kitchen addition
- -has probably been re-roofed

INTERIOR:
- -renovations as necessary to convert to restaurant
- -some woodwork and artifacts may be original

FEATURES OF NOTE:
- -brick construction
- -segmental-arched window openings



ST. BONIFACE, Man. & SE Rwy. (cont'd)

-wide tyndallstone plinth

SUMMARY OF RAILWAY STATIONS IN MANITOBA

ABBREVIATIONS USED:

CN - Canadian National
CNo - Canadian Northern
CP - Canadian Pacific
GN - Great Northern
GTP - Grand Trunk Pacific
GWWDR - Greater Winnipeg Water District Railway
M & SE - Manitoba and South Eastern
NP - Northern Pacific
NT - National Transcontinental

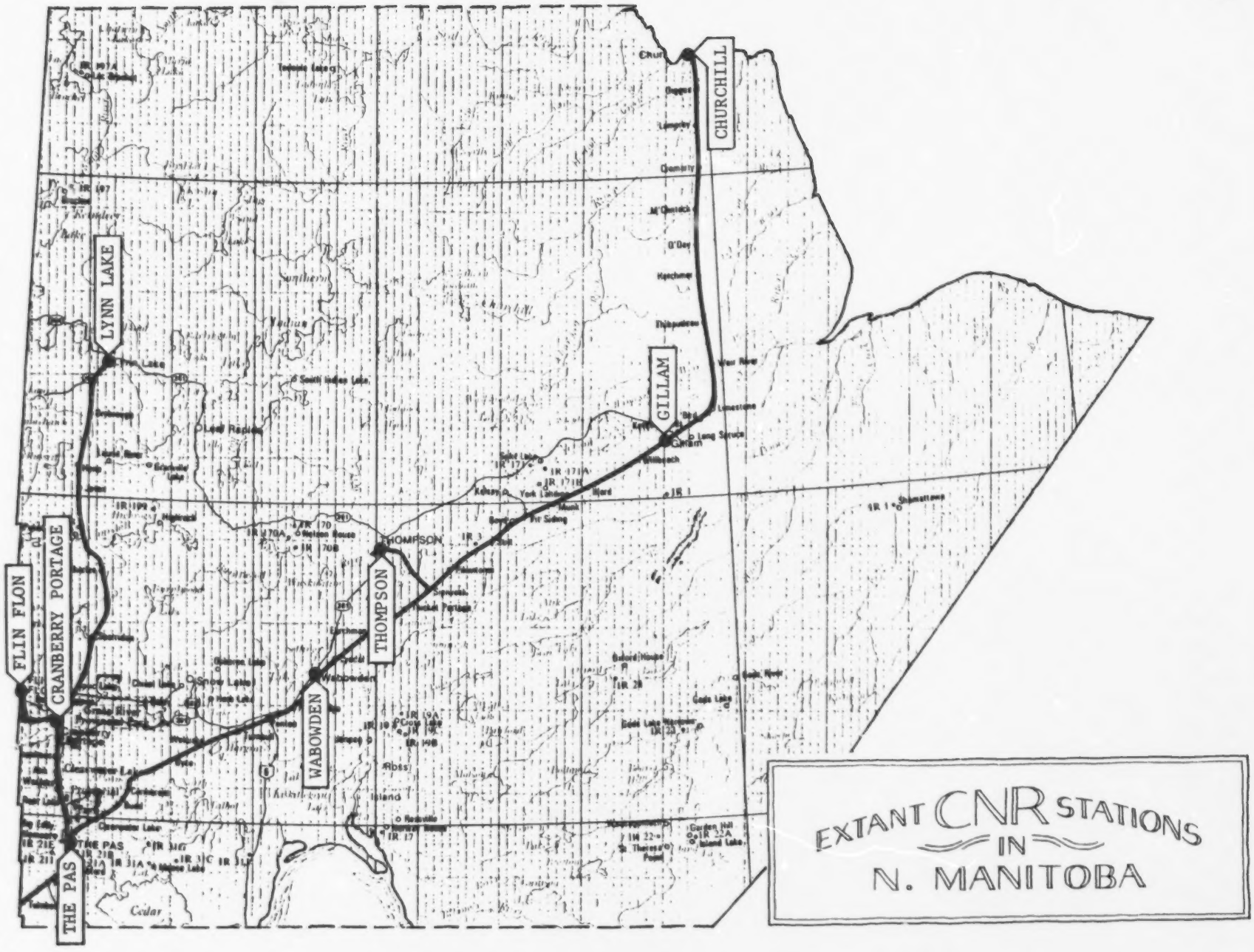
STATION LOCATION	STATION TYPE (DATE BUILT)
Canadian National Stations	
1. Winnipeg	CNo, Special (1911)
2. Dauphin	CNo, Special, 100-4 (1912)
3. Gladstone	CNo, 2nd Class, 100-5 (1901)
4. Neepawa	CNo, 2nd Class, 100-8 (1902)
5. Carman	CNo, 2nd Class, 100-2 (1902)
6. Portage la Prairie	GTP, 100-175 (1908)
7. Rivers	GTP, Special, 100-169 (1917)
8. Virden	CNo, Special, 100-19 (1907)
9. Emerson	CNo, Special (1923)
10. The Pas	CN, Special (1928)
11. Gillam	CN, Special (1930)
12. St. James	Unknown plan (n.d.)
13. Churchill	CN, Special (1929-30)
14. Flin Flon	CN, Special (1934)
15. Thompson	CN, 100-382 (1960)
16. Lynn Lake	CN, 100-393 (1966)
17. Grandview	CNo, Type A (1900)
18. Winnipegosis	CNo, Type A (1897)
19. Ethelbert	CNo, Type A (1898)
20. Ochre River	CNo, Type A (1899)
21. Swan River	CNo, Type A - adapted (1899)
22. Gilbert Plains	CNo, Type B (1900)
23. Woodridge	CNo, Type B (1902)
24. Roseisle	CNo, 3rd Class, 100-3 (1903)
25. St. Jean Baptiste	CNo, 3rd Class, 100-3 (1902)

STATION LOCATION	STATION TYPE (DATE BUILT)
Canadian National Stations, (cont'd)	
26. Lake Francis	CNo, 3rd Class, 100-3 (1902)
27. La Broquerie	CNo, 3rd Class, 100-3 (1905)
28. Piney	CNo, 3rd Class, 100-3 (1903)
29. Roblin	CNo, 3rd Class, 100-3 (1906)
30. Somerset	CNo, 3rd Class, 100-3 (n.d.)
31. Rossburn	CNo, 3rd Class, 100-3 (1907)
32. Mariapolis	CNo, 3rd Class, 100-3 (1906)
33. Lavenham	CNo, 3rd Class, 100-3 (1905)
34. St. Laurent	CNo, 3rd Class, 100-3 (n.d.)
35. Margaret	CNo, 3rd Class, 100-3 (n.d.)
36. Ridgeville	CNo, 3rd Class, 100-3 (1906)
37. Sperling	CNo, 3rd Class, 100-3 (1901)
38. Elgin	CNo, 3rd Class, 100-20 (1904)
39. Kenville	CNo, 3rd Class, 100-29 (1908)
40. McConnel	CNo, 3rd Class, 100-29 (1909)
41. Benito	CNo, 3rd Class, 100-29 (1909)
42. McCreary	CNo, 3rd Class, 100-29 (1912)
43. Swan Lake	CNo, 3rd Class, 100-29 (1913)
44. Lundar	CNo, 3rd Class, 100-29 (n.d.)
45. Fisher Branch	CNo, 3rd Class, 100-72 (1915)
46. Elie	CNo, 3rd Class, 100-72 (1919)
47. Sandy Lake	CNo, 3rd Class, 100-72 (1921)
48. Erickson	CNo, 3rd Class, 100-72 (1923)
49. Durban	CNo, 3rd Class, 100-75 (1919)
50. Novra	CNo, Type B, 100-99 (1901)
51. Bowsman	CNo, Type B, 100-99 (1900)
52. Rorketon	CNo, 3rd Class, 100-197 (1926)
53. Cranberry Portage	CN, 3rd Class, 100-251 (1929)
54. Wabowden	CN, 3rd Class, 100-251 (1930)
55. Ste. Rose du Lac	CNo, 3rd Class, 100-253 (1930)
56. Miami	NP, Special, 100-16 (1889)
57. Anola	NT, 100-181 (n.d.)
58. Transcona	NT, 100-179 (ca. 1910)
59. Victoria Beach	CNo, Special, 100-89 (1916)
60. Ste. Anne	CNo, Special, 100-133 (1920)
61. Baldur	NP, Special, 100-26 (1890)
62. Hartney	NP, Special, 100-26 (1890)

STATION LOCATION	STATION TYPE (DATE BUILT)
Canadian National Stations, (cont'd)	
63. Beaver	NP, Special, 100-26 (1900)
64. Vassar	CNo, 4th Class, 100-31 (1907)
65. Graysville	CNo, 4th Class, 100-68 (1920)
66. Marchand	CNo, 4th Class, 100-68 (1920)
67. Steep Rock	CNo, 4th Class, 100-68 (1916)
68. Notre Dame	CNo, 4th Class, 100-68 (1921)
69. Ashern	CNo, 4th Class, 100-68 (n.d.)
70. Moosehorn	CNo, 4th Class, 100-68 (n.d.)
71. Bethany	CNo, 4th Class, 100-220 (1927)
72. Giroux	CN, 4A, 100-305 (1945)
73. Uno	Unknown plan (n.d.)
74. Tolstoi	Unknown plan (n.d.)
75. Overstoneville	Unknown plan (n.d.)
76. Menisino	Unknown plan (n.d.)
Canadian Pacific Stations	
1. Winnipeg	CP, Special (1904)
2. Brandon	CP, Special (1904)
3. Souris	CP, Special (1912)
4. Portage la Prairie	CP, Special (1892)
5. Killarney	CP, Special (1905)
6. Minnedosa	CP, Special, H-1-20-6 (1910)
7. Emerson	CP, Special (1914)
8. Poplar Point	CP, H-1-20-6 (1882)
9. MacGregor	CP, F-2-20-2 (1902)
10. Pierson	CP, A-34 (1898)
11. La Riviere	Unknown plan (1898)
12. Goodlands	CP, H-3-27-3 (1909)
13. Rathwell	CP, H-4-9-9 (1900)
14. Westbourne	Unknown plan (1890)
15. Lyleton	Unknown plan (1900)
16. Strathclair	Unknown plan (1900)
17. Morris	Unknown plan (1904)
18. Ebor	Unknown plan (1906)
19. Virden	R.B. Pratt plan (1906)

STATION LOCATION	STATION TYPE (DATE BUILT)
Canadian Pacific Stations, (cont'd)	
20. Morden	R.B. Pratt plan (1905)
21. Kenton	R.B. Pratt plan (1902)
22. Arborg	CP, #10 (1906)
23. Molson	CP, #10 (1909)
24. Beausejour	Unknown plan (1907)
25. Sinclair	CP, Western Lines "A" (1909)
26. Tilston	CP, Western Lines "A" (1910)
27. Mowbray	CP, Western Lines "A2" (1917)
28. Austin	CP, Wesern Lines "A" (1911)
29. Riverton	CP, Western Lines "A2" (1917)
30. Foxwarren	CP, Western Lines "A3" (1921)
31. Napinka	CP, Western Lines "A3" (1922)
32. Whitemouth	CP, Western Lines "A3" (1923)
33. Lac du Bonnet	CP, Western Lines "A3" (1924/26)
34. Shoal Lake	CP, Western Lines "A3" (1926)
35. Dominion City	CP, Western Lines "A3" (1927)
36. St. Claude	CP, Western Lines "A3" (1930)
37. Pettapiece	CP, #14 (1927)
38. Fraserwood	CP, #14 (1926)
39. St. Boniface	Unknown plan (1909)
40. Altona	Unknown plan (ca. 1881)
41. Darlingford	Unknown plan (ca. 1881)
42. Gretna	Unknown plan (1890)
43. McTavish	Unknown plan (n.d.)
44. Osborne	Unknown plan (n.d.)
45. Sewell	Unknown plan (1929)
46. Rennie	CP, H-14-38, standard portable (1936)
Other Railroads	
1. St. Boniface	GWWDR, no plan (1929)
2. Hadashville	GWWDR, no plan (ca. 1929)
3. McMunn	GWWDR, no plan (ca. 1929)
4. Boissevain	GN, no plan, (n.d.)
5. Point du Bois	Winnipeg Hydro, City Power Tramway, no plan (n.d.)
6. St. Boniface	M & SE (later CNo), no plan (n.d.)

EXTANT CNR STATIONS IN S. MANITOBA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LYNN LAKE
GILLAM
FLIN FLON
CRANBERRY PORTAGE
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15. This plan drawing was acquired from the files of the Canadian Pacific Railway Engineering Office in Winnipeg.

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